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THE END OF THE LAST GREAT QUEST: THE FIRST OF THE REMARKABLE SERIES OF PHOTOGRAPHS OF THE DISCOVERY OF THE SOUTH POLE BY CAPTAIN AMUNDSEN, WHICH APPEARS IN THIS ISSUE.

In this issue of "The Illustrated London News" we publish a very remarkable series of photographs illustrating Captain Roald Amundsen's successful attempt to reach the South Pole: these include two of the South Pole itself, the attainment of which marked the end of the last Great Quest. None can fail to find enthralling these striking illustrations of a

splendid adventure. With regard to the picture reproduced above, it should be said that it shows the laying of stores for a depot for the South Pole party. Note the long whip in the hand of the driver, who has evidently got his team well under control. The Norwegians are wonderfully expert as dog-drivers and can pick out with the end of the lash any dog which may be shirking its work.

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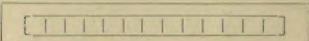
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Wed. Mat., May 22	THE MERCHANT OF VENICE.
Wed. Eve., May 22	THE MERCHANT OF VENICE.
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Fri. Eve., May 24	TWELFTH NIGHT.
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THE PLAYHOUSES.

"PRINCESS CAPRICE" AT THE SHAFTESBURY.

GERMAN operetta maintains its vogue in London, and
deserves so, for its composers excel our writers of
musical-comedy scores, both in accomplishment and charm.
The fame of Leo Fall and Oscar Straus and Franz Lehár
has been won by work which is really musically, and at
the same time has a singular entrain even amid the mono-
tonous rhythm of the waltz. So it was to be expected
that on one side at least "Princess Caprice," as the
adaptation of "Der Liebe Augustin" is called, would
meet all the requirements of our devotees of the lyric stage.
Herr Fall's music is in rather a quieter vein than usual,
has perhaps less sparkle and more sentiment than his
average; but it religiously avoids cheapness and it is full
of clever effects of orchestration without ever failing in
melody. After Leo Fall should be mentioned George
Graves, for it is this comedian who provides the fun, almost
unaided, and the mere story of the piece would be dull
without his efforts. Mr. Graves, as an impecunious
Regent harassed by duns, bailiffs, and courtiers on strike,
is the drollest of drolls, and, just by virtue of his audacious
manner of delivering them, his most outrageous wheezes,
his most evident "chestnuts," prove irresistible—there
is only one thing he should not do, and that is, sing. The
story? well, it is about a strawberry-mark and children
changed at birth; these primordial devices enable a
seemingly princess to marry the music-master she loves,
and her foster-sister to become the bride instead of acting
the role of La Vallière to a certain Prince Nikola. Miss
Clara Evelyn is the capricious Princess, and sings and
acts with distinction. Miss Marie Blanche, an agreeable
contralto, makes a successful London debut as the lady-
in-waiting who is the real Princess. Mr. Harry Welchman
is a tuneful Augustin, and Mr. Fred Leslie gives Prince
Nikola some appearance of character. Miss Cicely Court-
neidge, in the part of a girl who is always eavesdropping,
has some dainty chansonnets and dances, and Mr. Courtice
Pounds has all too little to do. The operetta needs to be
compressed and brightened, to have less dialogue and
more humour, but its costumes and general setting in its
court and monastery scenes will not easily be bettered.

"LOOKING FOR TROUBLE" AT THE ALDWYCH.

In view of Mr. Laurence Cowen's recent quarrel with the
Censorship, it was interesting to see a play of his which
the Censor had been willing to sanction. The chance
was given us last Monday evening, when a farcical comedy
of Mr. Cowen's and Helene Gingold's, entitled "Looking
for Trouble," was produced at the Aldwych. It proved
to be almost old-fashioned in type, rejoicing in rough-and-
tumble fun, mad chases of one character by another, dis-
guises and consequent mistakes of identity, the dressing
up of a man in woman's clothes, love-scenes disturbed by
a servant turning on the electric light, and other no less
mechanical aids to laughter. The moving spirit of the
intrigue was our old friend the valet, called in to assist
his master's love-affairs—in this case a Highlander, who
is orderly to a young military officer. In the course of his
adventures, Angus Macpherson borrows feminine attire,
and in that guise alarms suitors of his master's sister by
making desperate love and flinging himself into their
arms; at the same time he arouses the jealousy of his
Captain's father, with the result that this irascible old
gentleman makes rushes at him whenever he sees him,
and at one moment tears off the Highlander's skirt. Mr.
Sam Welsh gives an amusing exhibition of burlesque
frenzy as this Mr. Porches. Mr. Vincent Clive has little
to do as the son. Miss Eva Moore's talents are squandered
on the part of the Captain's merry sister. And all the
opportunities fall to Mr. Neil Kenyon, the Scottish comedian,
who provided us with a touch of his quality in Drury Lane
pantomime not long ago. His accent is a constant delight,
his travesty of a woman's gait and deportment is very
laughable, and he shows himself full of humorous resource.
But a one-man entertainment such as that of the Aldwych
resolves itself into is rather monotonous even in the case
of farce.

TWO NEW PLAYS AT THE CORONET.

The repertory theatre which seems unable to thrive in
the atmosphere of our city of pleasure flourishes suc-
cessfully enough in provincial centres, and here is Miss
Horniman's Company from Manchester come to town at
the Coronet to teach us how the system can be made to
provide good plays and good acting alike. There may be
no "stars," no players of greatly outstanding merit in
this company, but their average standard is high and they
secure an admirable ensemble, as their performances in
"The Silver Box" and "Widowers' Houses" serve to
show. Shaw and Galsworthy—with these two authors
Miss Horniman began her season, and it will be gathered
that she is in sympathy with the new school of drama.
But she is obviously ready to welcome any playwright
of promise, whatever may be his leanings; and on
Wednesday night of last week she gave their chance to
two novices (virtually such), both of whom "made good."
Mr. Gilbert Cannan's two-act drama, "Miles Dixon,"
charmed by the beauty of its language and the quaintness
of its scheme. Mr. Stanley Houghton's "Younger
Generation," dealing with the topic of modern youth's
revolt against the restraining influences of age, proved to
be a comedy of engaging lightness which is quite in line
with contemporary stage developments. The hero of
Mr. Cannan's piece is a reckless vagabond with the fer-
vour of a poet. When we first see him he is being dis-
missed by a farmer's wife whom his tongue has temporarily
fascinated; when we meet him again he has grown old.
The other play illustrates in amusing detail the rebellion
of three children against their Nonconformist father's
narrow-mindedness. Capital all-round acting was supplied
in both cases.

MISS HORNIMAN'S COMPANY IN "LOVE AND THE STYX."

When, in studying the programme of a new "comedy"
you discover that the characters include three doctors
and a nurse, and the scene is laid in the sitting-room of a
hospital's house-surgeon, and then read the title, "Love
and the Styx," you can make a pretty good guess at the

nature of the scheme. "The Styx," in Mr. Sackville
Martin's play, which is the chief novelty of this week's
programme at the Coronet, stands for suicide, which
a man with the "artistic temperament" contemplates
but shrinks. He provides, together with the young wife
he frightens, the sub-plot of the piece. The primary
interest is concerned with the rivalry of two youthful
doctors, to both of whom a flirt of a nurse engages
herself, only to throw them over when she is caught
kissing one by the other, and receives just in good time a
proposal from the elderly but distinguished consulting-
physician. It will be gathered that Mr. Martin's is very
slight material even for comedy; indeed, he has spread
over three acts what should have served for one, and, even
so, is essentially farcical. Still, to criticise the play seriously
is too much like breaking a butterfly on the wheel.
Whether the hospital atmosphere is correct only experts
could say. At least "Love and the Styx" makes a
pleasant enough after-dinner entertainment, and Miss
Edith Goddall's Nurse Price is deliciously demure. A
contrast to this "comedy" was provided in "The Little
Stone House," a one-act melodrama of Mr. George
Calderon's, in which a Russian mother who has long
mourned her son as dead and murdered is confronted
with him alive, a confessed thief and assassin, and there-
upon hands him over to the police. It is very cleverly
worked out, and gives the audience a real thrill.

[Other Playhouse Notes on "Art and Drama" Page.]

THE PHOTOGRAPHS OF THE AMUNDSEN EXPEDITION: SPECIAL NOTICE.

Special notice should be taken that the whole of the
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THE LAIRS OF WILD BEASTS AS SANCTUARY: BEHIND BARS IN MOROCCO.

PHOTOGRAPH BY DR. WEISGERBER.



IN STRANGE REFUGE DURING THE REVOLT OF THE GARRISON IN FEZ: JEWS IN POSSESSION OF EMPTY CAGES
IN THE SULTAN'S MENAGERIE.

It will be remembered that in our issue of May 4 we gave a picture of the Sultan of Morocco visiting the animals in his menagerie; and pointed out that certain empty cages of that menagerie had been used as places of sanctuary by Jews seeking safety during the mutiny of the garrison at Fez, which took place on April 17, and resulted in the killing of

the rebels' instructors and other Europeans, the looting of the Jewish quarter, and the killing of some two hundred Jews. We are now able to illustrate the way in which the Jews took possession of part of the menagerie, seeking sanctuary in cages. Next to the cage occupied by refugees is one containing a lion and a lioness.



By G. K. CHESTERTON.

I THINK the strangest prodigy and symbol of our strange state (more symbolic even than the sinking of our unsinkable ship) is the mere fact that railways now run first and third class carriages, without any second class. It contains, in a kind of compact coincidence, all the marks of our friend the Modern Spirit: its compromise, its contempt of reason, its jerky and nervous diplomacy in dealing both with rich and poor, its lack of dignity, its widening division between men and men. The first thing that strikes us about it is its feebleness: it compromises as the modern politicians compromise—not by finding a common ground, but by dropping the common connection. In this respect the emasculation of statesmanship has been quite unexpectedly rapid. Who can imagine Palmerston or Disraeli or Gladstone attacking his opponent's policy in the timid and hair-splitting style in which the Insurance Act is attacked by the very few Tories who even venture to attack it? Who can imagine any other historic age in which men tried to raise a mob with such a cry as "Amend the Act"? People who dare not say the word "repeal" but attempt to shout the word "amend" must be for ever unfit for any real civic struggle. Do they think it is by such stammering and frightened phraseology that Governments were ever restrained or systems overthrown? When the Northern soldiers sang in thundering chorus, "We'll hang Jeff Davis," do they suppose it would have done as well to sing, "We'll amend Jeff Davis"? When, in a real democracy like the French, the students cried out "Conspuez Zola!" would they have cried equally heartily, "Améliorez Zola"? Will the Orangemen now be instructed not to cry, "No Popery!" but only, "Less Popery!" or, "Hardly any Popery"? Will the best verse in the National Anthem be modified into—

Re-state their politics,
Improve their knavish tricks?

And will the great line of the "Marseillaise" about blood pouring down the furrows be restricted to the suggestion of a little medical blood-letting? I cannot tell; but I am sure that such moderation is not only less vigorous, but is much less rational, than fanaticism. "Repeal the Act" means and can mean only one thing. "Amend the Act" means nothing, because it might mean anything. Altering a comma, altering the last sentence, abolishing everything except the last sentence; making the Act milder, making it harsher; extending it to everyone, confining it to auctioneers; printing it in green ink, printing it in Polish—might all be covered by the mere word "amend." It is an excellent example of the development that is the most curious and dangerous of our time; our compromises have not only ceased to be business-like, but have become more unbusiness-like than our impulses and our revolts. For us it is the middle courses that are mysterious, doubtful, fantastic, dim. It is only the extreme courses that are practical now.

But, though this is a strong case of compromise turned chaos, I do not think it so strong a one as that simple instance of the renumbering of railway-carriages. I suppose this is done as most things

are done by our strong captains of industry; that is, in a fever of indecision between the danger of offending the seclusion of the refined and that of scaring the common people, who in such cases are always conceived as incredibly stupid. To have taken the perfectly obvious course, to have left the toffs where they were and moved the navvies one class up for the same fare, would have seemed to the directors, I suppose, a sort of massacre out of the French Revolution.

But it is not merely this modern policy of rickety half-way houses that is illustrated in the railway trick of taking away the number it next thought

into human language; that they give a sort of jar to all ordered speech. They contradict the dictionary more than they do the Bible. The very ideas of them are ungrammatical. For instance, the intelligent objection to Communism and such extreme forms of Collectivism as diminish property to vanishing point, is one that can be put in many ways. I say the intelligent objection to Communism and Collectivism; the stupid and wicked objection to them is simply that they imply compassion and a twisted sort of Christianity: this is the only objection that is offered in modern politics and literature. But the intelligent objection, the objection that possession should be an individual enjoyment even if it is a universal one, this can be put in many argumentative shapes, from the most delicate emotions about heirlooms, landscapes, sites, and memories to the harshest and plainest statistics of peasant wealth and efficiency.

But perhaps the shortest and most lucid way of putting it is to say that one must be pretty far gone when one abolishes one of the parts of speech; and that Communism abolishes the possessive pronoun. If there is really no such word as "my" or "yours" or "his," it is apparent that we have come to a pretty queer place, as Nicholas Nickleby said. But we have come to a much queerer place when numbers, which are in the nature of things and not a human growth like language, can quite casually be thrown about or thrown away. The mind of a society must be in a strange state when it feels no surprise at the railway people shifting and shunting the idea of Two as they shift and shunt a railway carriage.

But, lastly and most plainly, this rum little railway adjustment is typical of our time in that it is the middle thing that has been knocked out. The central, the normal, is sacrificed. As in English Society, so in English steam traffic, the middle class is going or gone. I hasten to add that I never knew any middle-class person so depraved as to travel second class, and that I always travel third class as they do. Nevertheless, the parallel is not impertinent, because in both cases the leaving of this mystical gap does increase the distance between luxury and poverty. The decline of the strong middle class, in the special way it has occurred, has left the other extremes of society further from each other than they were. Bankers and brewers have risen to be Peers; yeomen and gentlemen farmers have fallen to be mere cottagers

and tenants. The middle sort of man, who was sometimes polished enough to talk to the aristocrat, yet popular enough to defy him, has gone the way of all second-class carriages.

But observe that the same strange fiction is observed in both cases. A railway-carriage is marked "first," which implies there is a second. Another railway carriage is marked "third," which also implies there is a second. Only, there isn't a second. In the same way, the very rich are still told they are the highest in the nation: the very poor are still told they are the lowest in the nation. It is only the nation that has been abolished.



THE NEW RULER OF DENMARK: HIS MAJESTY KING CHRISTIAN X.

The new King of Denmark was born on September 26, 1870, eldest son of the late King Frederick. On April 26, 1898, he married Princess Alexandrine of Mecklenburg. He has two children: Prince Christian Frederick, born on March 11, 1899; and Prince Knud, born on July 27, 1900. His brother, Prince Carl, who is two years younger than himself, is the King of Norway and the husband of Princess Maud of Great Britain.

of. It is, merely in the abstract, a sign of the profound insanity of the modern mind that it should, by any train of thought, come to abolish the number two. Some of those lingering decadents whom we misleadingly call savages can, I believe, begin counting "One, two, three," and break down somewhere about five. But I think decadents who have already begun to count "One, three" are going downhill into a much darker ignorance and unreality.

A very good way of testing sharply a certain cold, wild, unhuman quality in many contemporary theories, is to note the fact that they do not even fit

BROTHER OF QUEEN ALEXANDRA AND FATHER OF KING HAAKON.

PHOTOGRAPH BY ELFELT.



FATHER OF A KING; BROTHER OF A KING; AND BROTHER OF A QUEEN OF ENGLAND: THE LATE KING FREDERICK VIII. OF DENMARK—DIED MAY 15, 1912.

We very much regret to have to record that Frederick VIII., King of Denmark, son of the late King Christian IX., brother of Queen Alexandra, and father of the King of Norway, died from heart failure at Hamburg, early on the morning of May 15. He fainted while out walking alone on the previous evening, and, not being recognised, was conveyed to a hospital, where he died. His Majesty was taken ill while walking in Copenhagen in February last, and to recuperate after this, he went to the Riviera, from which he was returning by motor-car when the fatal seizure came upon him. King Frederick was born on June 3, 1843, son

of King Christian IX. and Queen Louise; married the Princess Lowisa, daughter of King Carl XV. of Sweden and Norway; and succeeded to the throne, on the death of his father, on January 29, 1906. He had seven children: the Crown Prince Christian, born in September 1870; Prince Carl, who was elected King of Norway, under the title of Haakon VII., in November 1905; Prince Harald, Princess Ingeborg, Princess Thyra, Prince Gustav, and Princess Dagmar. His Majesty's brother, Prince Wilhelm, was elected King of the Hellenes in 1863, under the title of Georgios I.



Photo. Elliott and Fry.
MR. WILLIAM LLEWELLYN, A.R.A.,
The Newly Elected Associate of the Royal Academy.

ington Training School in 1881. Later he studied in Paris under Ferdinand Cormon, and also came under the influence there of Ferrier and Lefebvre.

Lord Euston's courtesy earldom was conferred on the first Duke of Grafton by Charles II. in 1672. The present Duke is close on his ninety-second year. As heir to the dukedom Lord Euston is succeeded by his brother, Lord Alfred Fitzroy, who was born in 1850, and married, in 1875, Miss Margaret Carrington Smith.

Mr. E. V. B. Fisher, who was killed at Brooklands on May 13, is the twelfth airman to meet a violent death in England. His passenger, who was also killed, was a wealthy American, Mr. Victor Mason.

Last October Mr. Fisher was badly injured in a fall at Brooklands. He was only twenty-four, and got his pilot's certificate a year ago.

Count Wolff-Metternich's departure from the German Embassy, which he has occupied with distinction since 1901, will be a matter of keen personal regret to his many friends. The Count, who is close on sixty, is unmarried. Besides his eleven years as Ambassador, he spent nine years in London in subordinate capacities.

Amazement and indignation greeted the statement, attributed to Miss Malecka's counsel, that the sentence of four years' penal servitude passed on her in Warsaw would be followed by lifelong exile to Siberia. Her case has been taken up in Parliament, and Sir Edward Grey said he was awaiting a full report of the trial before taking any action.

Once more the Kaiser has given proof of his attachment to British forms of sport by establishing at Potsdam a pack of foxhounds, which he has obtained through the huntsman of

THE NEW EARL OF EUSTON,
Who has become
Heir to the Dukedom of
Grafton.—(Photo. Illingworth.)

PORTRAITS AND PERSONAL NOTES.

THE LATE
EARL OF
EUSTON,
Eldest Son and Heir
of the Duke of Grafton.
Photo. Alfred Ellis and Watery.

Earl Fitzwilliam's Grove Kennels, at Retford. The Emperor's second son, the stalwart Prince Eitel Friedrich, is to be the M.F.H.

Photo. Barvati.
PROF. HOWARD T. BARNES, F.R.S.,
Who is to Lecture at the Royal Institution
on May 31 on the Detection of Icebergs.

Professor Howard Turner Barnes, who is to lecture at the Royal Institution on May 31 on the detection of icebergs, has invented a micro-thermometer for that purpose. He declares that if the *Titanic* had possessed one of these instruments, her officers would have been warned of the approach of the fatal berg. Professor Barnes is Director of the Physics Department in McGill University, Montreal.

M. Massenet, whose work is much in evidence in Mr. Oscar Hammerstein's present season at the London Opera House, was born at Montaud, near St. Etienne, on May 12, 1842. Among his best-known operas are "Le Cid," "Manon," "Thais," "Sapho," "Don Quichotte," and "Le Jongleur de Notre Dame."

Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, has come to London to promote his scheme of "ready-made" farms, further particulars of which are given on another page. Sir Thomas was born of Irish parents, at Milwaukee, in 1853.

Sir George White had played many parts in public life outside the House of Commons. He had been, *inter alia*, Mayor of Norwich, High Sheriff, and President of the Sunday School Union.

By the death of Sir William folkes the King loses a friend and neighbour, for the late Baronet's estate, Hillington Hall, adjoins Sandringham, and both King George and King Edward were accustomed to shoot there every year. From 1880 to 1885 Sir William sat as M.P. for King's Lynn.

The unique distinction of taking his Majesty for a voyage under water belongs to Lieut. Martin Nasmith, commander of submarine *D4*, in which the King travelled at Weymouth. Lieut. Nasmith afterwards dined with the King on the royal yacht.



Photo. Feigt.
COUNT PAUL WOLFF-METTERNICH,
Who has Retired from the Post of German
Ambassador to Great Britain.



Photo. Sport and General.
MISS KATE MALECKA,
Whose condemnation in Warsaw to four years' penal servitude has been said
to carry with it life-exile in Siberia.



SIR THOMAS SHAUGHNESSY, K.C.V.O.,
President of the Canadian Pacific Railway,
who is in England promoting his "ready-
made farm" scheme.



Photo. Niederströth.
PRINCE EITEL FRIEDRICH OF PRUSSIA.
Master of the Kaiser's new Pack of English
Foxhounds at Potsdam.



Photo. Münchener Presse-Bureau.
M. JULES MASSENET,
The famous French Composer, five
of whose Operas are being given at
the London Opera House this season.

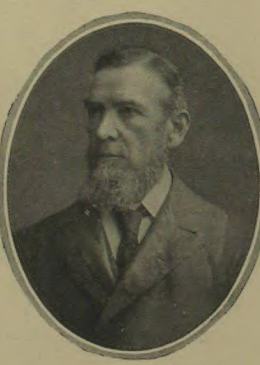


Photo. Lafayette.
THE LATE SIR GEORGE WHITE, M.P.,
Member for North-West Norfolk, and
Chairman of the Free Church Members
of Parliament.



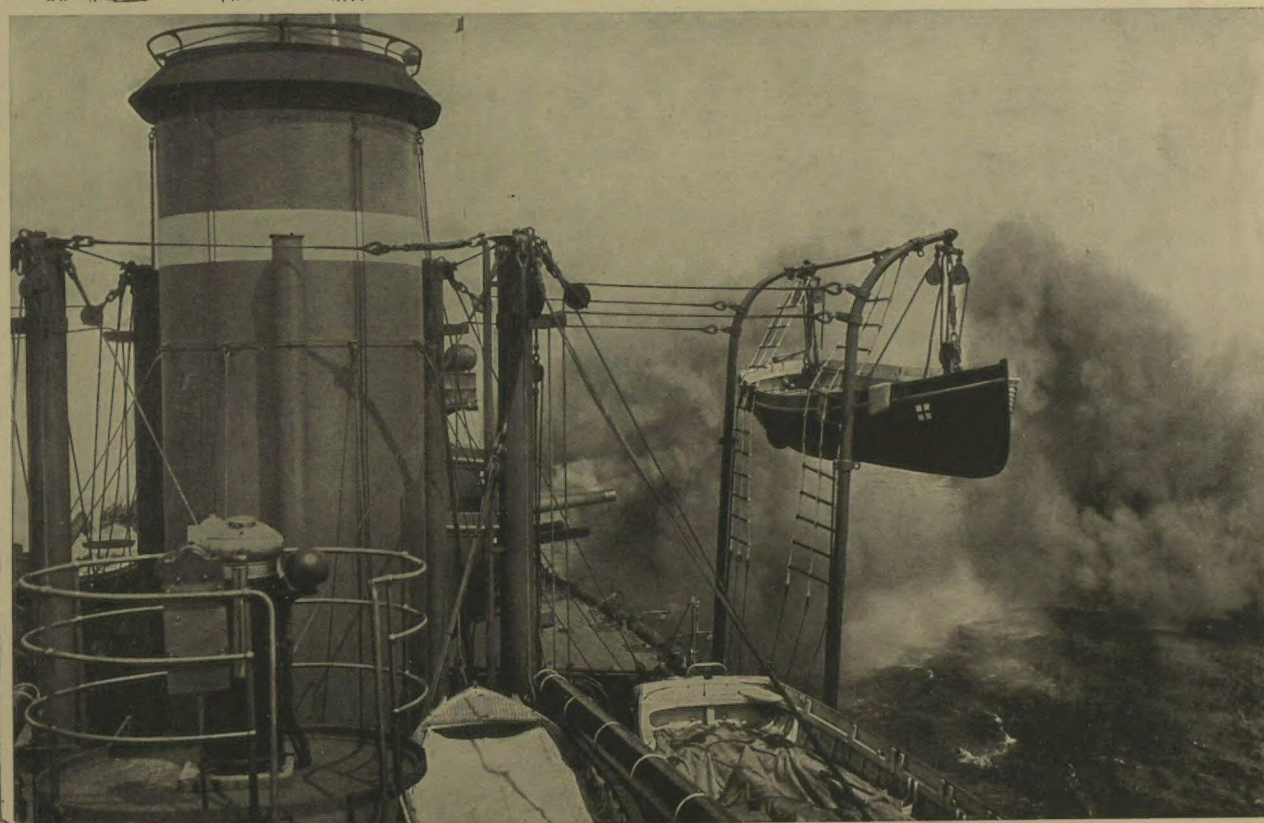
Photo. Elliott and Fry.
THE LATE SIR WILLIAM
FFOLKES, Bt.,
Ex-M.P. for King's Lynn—a friend
and neighbour of the King in Norfolk.



Photo. Russell, Southsea.
LIEUT. M. E. NASMITH, R.N.,
Commander of Submarine "D4," in which the
King made a voyage under water.

THE SEA-DOG'S BARK: BATTLE-PRACTICE UNDER THE EYES OF THE KING.

PHOTOGRAPHS BY ERNEST BROOKS.



1. SHOWING THE "NEPTUNE" CLEARED FOR ACTION: A PHOTOGRAPH TAKEN UNDER 12-INCH GUNS OF THE SHIP THE KING WAS ABOARD.

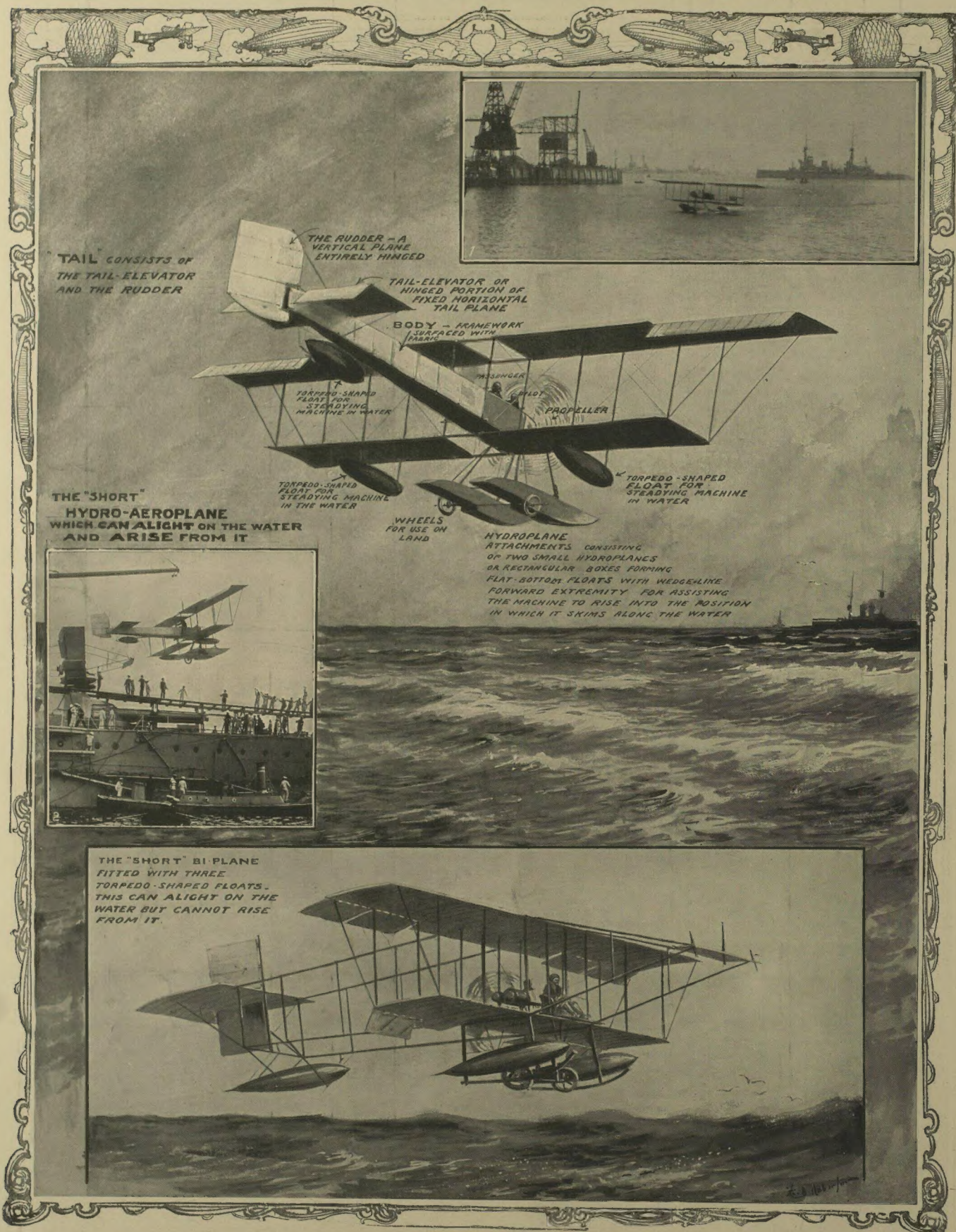
Although the battle-practice attended by the King last week had to be shorn of some of its features by reason of fog, it retained many interesting points. The King was aboard the "Neptune" during a considerable part of the proceedings; and, for example, witnessed the working of the turrets after that vessel had cleared for action, and saw her 12-inch guns

2. BATTLE-PRACTICE SEEN BY THE KING: THE MOMENT AFTER THE 12-INCH GUNS OF THE "NEPTUNE" HAD BEEN FIRED.

fired at about a range of 5000 to 7000 yards. The "Neptune," further, was one of the two ships attacked by submarines on the Friday; the under-water craft discharged torpedoes with dummy heads, hitting both the "Neptune" and the "Hercules" several times. The King was highly pleased both with the gunnery and the submarines.

SHIPS OF THE AIR: THE AMPHIBIOUS FLYING-MACHINES OF THE NAVY.

DRAWINGS BY W. B. ROBINSON, BY COURTESY OF MR. HORACE SHORT; PHOTOGRAPHS BY C.N. AND OSWALD SHORT.



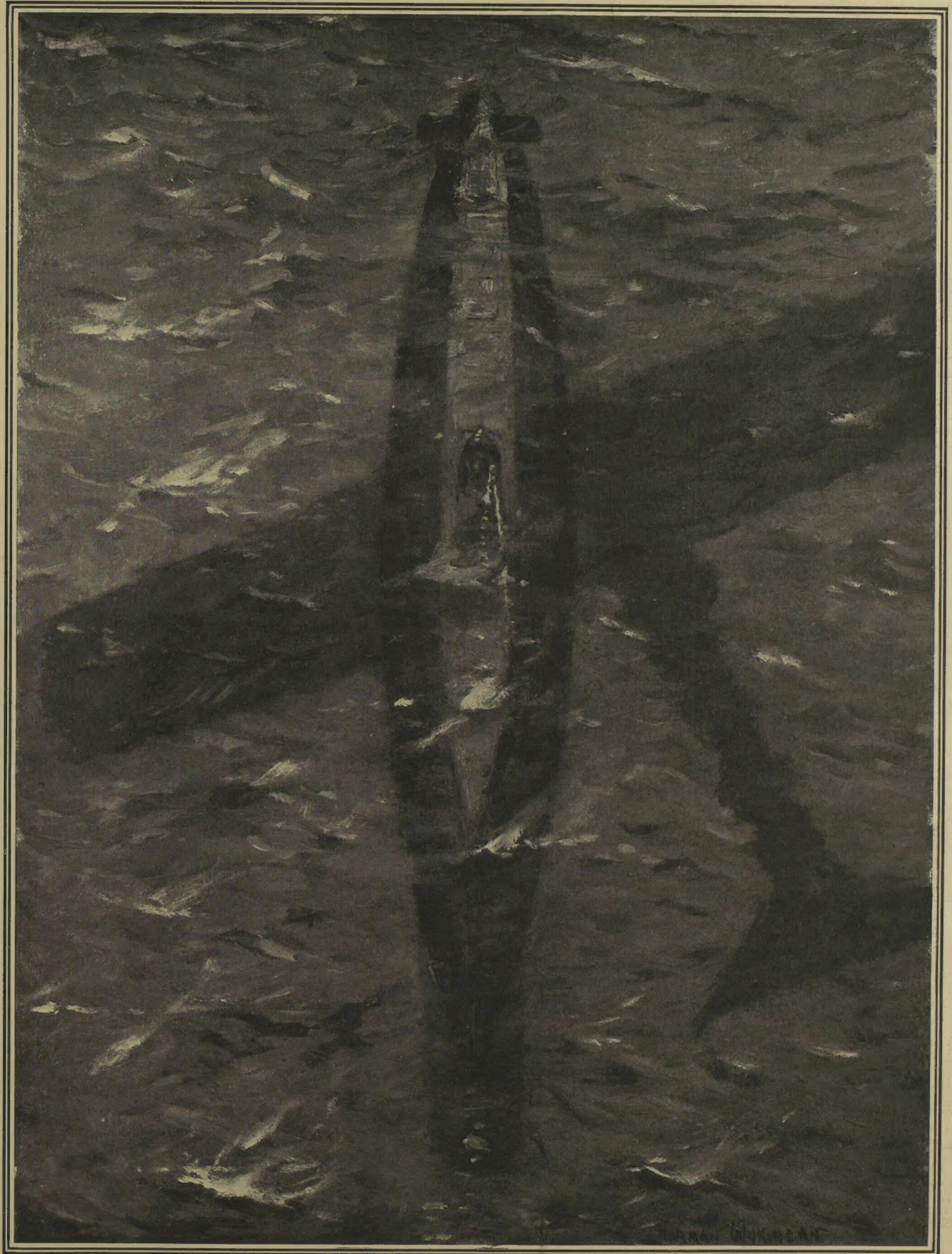
OF TWO KINDS: THE SHORT HYDRO-AEROPLANE, WHICH CAN ALIGHT ON THE WATER AND RISE FROM IT;
AND THE SHORT BIPLANE, WHICH CAN ALIGHT ON THE WATER, BUT CANNOT RISE FROM IT.

The flying-machine for naval use takes two forms: one that of an ordinary aeroplane fitted with floats, which will enable it to alight on the water, but not to rise from it; and the other that of the hydro-aeroplane, which, in addition to floats of the form already mentioned, has others, which permit it not only to alight on the water but to rise from it. Of this type is H.M.S. "Amphibian," designed and built by Mr. Horace Short, and flown so successfully during the recent battle-practice before the King by Commander Samson. The hydro-aeroplane is a combination of the aeroplane proper and the hydroplane proper. The hydroplane is a flat-bottomed boat with peculiarities about the flat bottom, one of which is a notch, or step, about midway between the bows and the stern. Such a step, or notch, is noticeable in the hydroplane attachment of the hydro-aeroplane here illustrated. The hydroplane attachment to the hydro-aeroplane consists essentially of two rectangular air-tight boxes, forming flat-bottom

floats. Together with the auxiliary floats, which are cigar-shaped chambers, they support the aeroplane at rest in the water by displacement. When in motion the inclined plane or wedge action of the flat bottoms of the hydroplanes sets up a dynamic reaction with the water, whereby the machine as a whole is caused to skim along the top of the water with only a minute fraction of the displacement that would ordinarily correspond to the floating of such a bulk. When the speed is increased the machine takes flight, which is also due to dynamic reaction, but in this case between the wings, or planes, and the air. The upper photograph on this page shows H.M.S. "Amphibian," the Short hydro-aeroplane, which is being so successfully used by Commander Samson, just rising from the water at Weymouth. The second shows a Short biplane, fitted with floats, on the launching-platform of the "Hibernia"; and the "Amphibian" hydro-aeroplane being hoisted aboard from the water.

CORMORANT TO THE NAVAL FISH! THE HOVERING BIRD OF DEATH.

DRAWN BY NORMAN WILKINSON, R.I., OUR SPECIAL ARTIST AT WEYMOUTH.



UNDER THE SHADOW OF THE MAN-MADE WINGS: A SUBMARINE, BENEATH THE WATER, AS IT IS REVEALED TO THE AIRMAN FLYING ABOVE.

During the recent Naval Manœuvres attended by the King, it was proved, amongst other things, that the airman can locate without difficulty submarines moving submerged. Lieutenant Gregory, indeed, caused a sensation by swooping down to within twenty feet of the top of the periscope of one of the under-water craft, to show that it would have been possible for him to destroy it by means of a bomb. It need not be said that objects beneath the water are visible from a height when invisible from the water level. Conditions, of course, must be favourable—that is to say, the submarine must be over a bottom whose nature

permits it to reflect light, and the water must be comparatively smooth and clear. We may make an interesting quotation from the "Pall Mall Gazette": "Thus the submarine has, in all probability, met her bane. But observe how Providence has arranged for the defence of these islands: In the south of the North Sea, and in the Straits of Dover, the water is thick, and it is unlikely that defending submarines would be detected by aeroplanes. In the North it is clear, and therefore submarine attack would be countered in the area where our fleets are most likely to be concentrated."

Art-Music & the Drama



MR. GAYER MACKAY.
As the Rev. John Burden, whose wife suddenly develops a taste for a short-skirted Pierrette costume, in "Love-and What Then?" at the Playhouse.
Photograph by Foulsham and Banfield.



A DRAMATIC PERFORMANCE AT COVENTRY EARLY IN THE SIXTEENTH CENTURY



MISS VICTORIA FER.
The first woman to sing in the precincts of the House of Parliament, at the recent Press Gallery dinner at which Sir Edward Grey was guest.
Photograph by Deane Street Studios.

MUSIC.

THE first novelty of the season at Covent Garden, "I Gioielli della Madonna," is due next week, and Mr. Hammerstein has promised his first Massenet's "Don Quichotte" for May 17. His faith in Massenet is unshakable, for he has put down no fewer than five of his operas in his prospectus. "Don Quichotte" is in five acts, and the librettist, M. Cain, has departed somewhat widely from Cervantes in making Dulcinea a capricious lady like the Giulietta of the "Tales of Hoffmann." "Don Quichotte" was produced at Monte Carlo in 1910, with M. Chaliapine in the title-part; and M. Marcoux has impersonated it in Paris with great success. Here it is entrusted to M. Lafont. The principal parts in Wolf-Ferrari's

abstruse and symbolical libretti. His music is German and very healthy, and will never give rise to violent controversy. The concert was noteworthy because the London Symphony Orchestra made its reappearance after its successful tour in America.

At the Earl's Court Exhibition music will play an important part. Sir Henry Wood will conduct

THE PLAYHOUSES

"THE JEW OF PRAGUE," AT THE WHITNEY.

THE truest kindness

is to declare outright that "The Jew of Prague" is a failure—that Mr. Alfred Wilson Barrett does not reveal at present his father's sure instinct for theatrical effect. After all, not such a vast deal of illusion is required for the well-planned melodrama: aware of its conventions, no sensible playgoer is too exigent in his demands from this style of play. But even here we have the right to expect, and often get, a fair measure of plausibility; in the Whitney piece there is no plausibility from beginning to end. Conventional figure though he is, with his look of a Shylock which hides a really kind heart, we might take some interest in the Jew; but he disappears from the stage before



Photo, Foulsham and Banfield.

THE VICAR'S WIFE AND THE DANGEROUS YOUNG MAN: MISS MARGERY MAUDE AS BERYL BURDEN AND MR. ERIC MATURIN AS LIEUT. FRANK ETRIDGE, IN "LOVE-AND WHAT THEN?" AT THE PLAYHOUSE.

a Shakespeare Promenade Concert every Saturday afternoon till the end of July. Each concert will, as a rule, be devoted to some play or plays of Shakespeare; but "Hamlet," it is significant to note, monopolises two whole programmes. A glance at the programmes shows what an extraordinary influence Shakespeare has had over composers of all schools and countries. The myriad-minded poet can be translated into music of all types.

The music of the season was inaugurated by a British Empire concert on Saturday last, in which the Imperial Choir, founded by Dr. Harriss and the Queen's Hall and New Symphony Orchestras, took part under Dr. Harriss and Sir Henry Wood. Dr. Harriss's new choral ode, "The Crowning of the King," pleased the audience very much, and the



Photo, Foulsham and Banfield.

THE VICAR'S WIFE AND THE BISHOP: MISS MARGERY MAUDE AS BERYL BURDEN, AND MR. CYRIL MAUDE AS THE BISHOP OF MUNBRIDGE, IN "LOVE-AND WHAT THEN?"

"Jewels of the Madonna" will be played by Mme. Edvina, Signor Martinelli, and Signor Sammarco.

The visit of Siegfried Wagner to London was an interesting event. He conducted a series of excerpts from his various music dramas, none of which had been composed when he was last here—in 1895. The earliest of those represented in his programme was "Herzog Wildfang" (Duke Madcap), which dates from 1901, and the latest was "Schwarzwannereich," which has not yet been performed. His music is melodious, well-orchestrated (if not in the most advanced way), and ably put together; but it lacks the individuality and grip for which all the skill and refined sentiment in the world are no compensation. The influences of his father and of his teacher, Humperdinck, are noticeable almost everywhere; and the ideas of his father have had much to do with his



Photo, Ellis and Watery.

ABOARD A YACHT ON THE STAGE: ON "THE NUT," IN "IMPROPER PETER," AT THE GARRICK.
The chief figures, from left to right, are Mr. Herbert Sleath as Charles, Mr. Frederick Kerr (seated) as Sir Walter Stancombe, Mrs. Saba Raleigh as Flora Everest, Miss Lydia Billbrooke as Helen Mitchener, and Mr. Frank Atherley as Captain Mitchener.

great choir of over three thousand voices sang remarkably well. It is made up of contingents from forty-two choral societies in Greater London.

one act is over, and there is no other character qualified by picturesqueness to take his place. Neither the feeble hero, Count Max, who thinks he has inadvertently murdered the money-lender, nor his lachrymose lady-love, the Countess Sophie, has sufficient grit in them to command respect or sympathy. Who cares whether a weakling who lets himself be fooled so easily by a scoundrelly attorney, and slips back so listlessly into dissipation as does Max, is successful in love or not? Who cares what becomes of a heroine who abandons her lover and repairs to a convent so tamely as does this Countess? The trial scene is not without its good points; but Mr. Barrett has yet to learn how to write drama that is coherent or vertebrate. Sympathy should be extended to Mr. Ben Webster, Miss Viva Birkett, and Mr. Edward O'Neill, who tried hard to make up for the author's deficiencies.

[Other Playhouse Notes elsewhere.]

WAR, SPORT, AND LIFE-SAVING: THE CAMERA AS RECORDER.



Photo, Transfus.

PREPARING TO MEET ITALY'S AIR FLEET? THE FIRST AEROPLANE OF THE TURKISH ARMY.

From time to time we have illustrated Italian Army aeroplanes at work against the Turkish forces in Tripoli. Evidently Turkey is now to take the air; for here is a photograph of the first of her military flying-machines. The monoplane on the left is hers; the other belongs to the airman who is acting as instructor. On the army aeroplane, in airman's dress, is Commandant Fessa-Bey, the first officer of the Turkish forces to turn aviator. In front of the machine is the Turkish Military Aviation Commission, with (the fourth from the left) Mahmoud Sheket Pasha, Minister for War.



Photo, Butler.

THE BRITISH PACK FOR THE GERMAN EMPEROR; THE FOX-HOUNDS FOR POTSDAM.

The Kaiser is introducing fox-hunting in the British manner into Germany. To that end he commissioned Frank Bartlett, huntsman of Earl Fitzwilliam's Grove hounds, to form a pack for him. The hounds in question left Baraby Moor Kennels for Hull last week, en route for Potsdam. There are sixteen and a-half couples, comprising fourteen couples from the chief packs of the United Kingdom, two females from the Galway Blazers, and two from the Grove, and a hound, for breeding, from the Duke of Beaufort's Badminton pack. Prince Eitel Friedrich is to be M.P.H.



Photo, Clapham.

A LIFE-BOAT WITH AN OUTER SHELL OF WICKERWORK: A REMARKABLE CRAFT ABOARD THE "BATAVIER III."

It is claimed for this De Vosse Basket Life-boat that it cannot be injured by coming into contact with the ship's side while being lowered from the davits or with obstacles in the water. It consists of a series of shells—the outermost is of cane basket-work; then comes one of wood, then one of canvas, then another of wood and another of canvas, and, finally, an inside shell of wood. The craft weighs about as much as an ordinary wooden life-boat, and carries thirty-five. The one shown is one of the boats carried by the "Batavier III," of a Dutch line running between the Thames and Rotterdam.

SCIENCE



SCIENCE JOTTINGS.

THE NOMENCLATURE OF SCIENCE.

A READER of this page to whose courtesy I have been more than once indebted for suggestions,

asks that one of our articles should be devoted to the nomenclature of science. "For instance," he writes, "how many people visiting a museum know why in scientific terminology each animal and plant receives two names?" He goes on to argue that such a fact deserves explanation from the popular side of things, and I gladly agree with his idea that a little chat on the scientific mode of naming living beings may prove a useful as well as an interesting contribution to our articles. The double name with which each animal and plant is labelled in science has a distinct reference to its exact description, and this last, in turn, is a necessity when



PURIFYING SIX THOUSAND AT A TIME: A STERILISING BATH FOR OYSTERS.

In order to remove all danger of disease from eating oysters, the French Inspector-General of Fisheries, M. Fabre-Domergue, has invented a sterilising bath which can contain and purify at least 6000 oysters at a time. The reservoir consists of a sand-filter, which stops not only all matter contained in the water, but all intestinal bacteria. From this filter absolutely pure water flows into a lower reservoir, and thence through six taps into six isolated sterilising basins, which hold 1000 oysters each. The process does not affect either their taste or weight, and is being widely adopted by oyster-merchants in Paris.

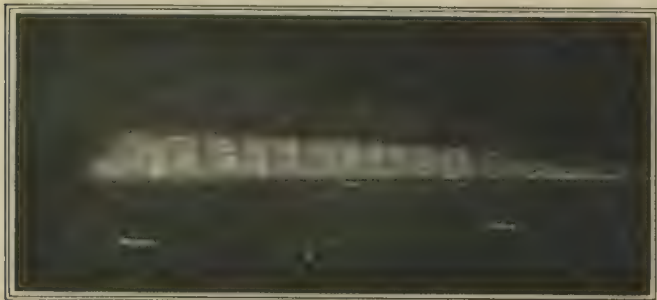
their familiar neighbours. So we find it necessary to make a new *genus* for, say, the voles and other creatures included in the rat family. It will be observed that this question of the scientific naming of animals and plants brings us very near to that great question which lies at the very foundations of Evolution, and which is expressed in the query, "What is a species?" That which satisfies one naturalist as to the close identity of two or more kinds of animals and plants will not satisfy his brother-scientist. For example, I question if any two botanists will be found in agreement on the number of true species of, say, brambles and willows which occur in Britain. A similar difficulty

NATURAL HISTORY

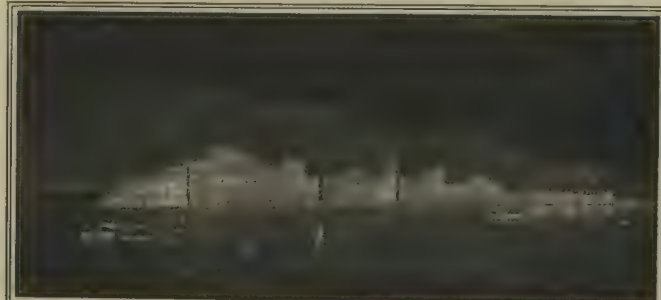


meets us almost everywhere in biology. There is no tacit agreement regarding what constitutes a distinct "species" of animals or plants.

When a group of animals breed so alike that they might be regarded as offspring of the same parents, and when, in turn, they give rise to progeny closely resembling themselves, we are entitled to say they belong to the same "species," or "kind." But individuals of a species alter and change, some in feeble degree, others in very definite ways. Thus we have to consider what we call "varieties" of the species, but these "varieties" in time may become permanent, and differ so obviously from the race they sprang from that we have to accord them the rank of a new "species." In this way, such a new species would simply represent a permanent "variety." Here we see how this



A FAMOUS MIRAGE IN THE STRAITS OF MESSINA: THE WHITE MIST THAT USHERS IN THE FATA MORGANA.



AFTER THE PHANTOM CITY HAS TAKEN SHAPE FROM THE MIST: THE FATA MORGANA FULLY DEVELOPED.

FROM SKETCHES BY DR. BOCCARA.

On this page we reproduce, by courtesy of the "Scientific American," some drawings of the famous mirage known as the Fata Morgana, which occurs at rare intervals in the Straits of Messina, being seen from the city of Reggio on the Calabrian shore opposite Messina. In an extremely interesting article on the subject in the paper above mentioned, Mr. C. F. Talman writes: "In 1902 Dr. Boccara, Professor of Physics at the Technical Institute at Reggio, published a memoir on the subject, in which he discussed all the earlier observations and three made by himself. . . . Dr. Boccara saw the phenomenon three times. His sketches of an aerial Morgana, in two of its stages, are presented in the [two upper illustrations]. Here we are looking northward from Reggio; to the right is seen the point of Catona, on the Calabrian side, while the mountainous shore occupying the rest of the horizon is that of Sicily. [The left-hand drawing] shows the streak of white mist that so often ushers in the Morgana, already beginning to assume the shape of a phantom city, while [the right-hand picture] shows the phenomenon fully developed; the distant coasts have apparently rooved forward, and vague, distorted images of the buildings of Messina, on the

(Continued below.)

we come to regard the work of classifying living beings. For it is evidently of the highest importance that one animal or one group shall not be confused with another individual or group. The scientific label bears two names or terms. Suppose it is the designation of the common mouse, it will probably be labelled *Mus decumanus*. If it is the field mouse, it will probably bear the designation *Mus sylvestris*; if it is the common rat, it will bear the legend *Mus rattus*; if the Norway rat, *Mus Norvegicus*. In the designation of the members of the plant world the same double-naming system holds good. Each individual "kind" of plant is distinguished by its own and special name.

But the principle on which the double-naming is carried out remains for explanation. The first name is that of the animal's *genus*, its family order, so to speak: while the second name is that of its *species*, its individual cognomen. Thus Norway rats and mice belong to the same *genus*, "*Mus*," but, having regard to the obvious differences between a rat and a mouse, it is clear we have to keep them apart as individuals, and so the second name, that of the *species*, leads us to the close identity of the creature. There are many other animals of the rat and mouse order which, though resembling the common species, differ more or less widely from



THE CITY OF EARTHQUAKE FAME SEEN IN A MIRAGE: A MULTIPLE FATA MORGANA, SHOWING DISTORTED IMAGES OF MESSINA.

FROM A SKETCH BY DR. BOCCARA.

(Continued.) Sicilian coast, appear to rise from the water. . . . Finally Dr. Boccara has drawn a picture of a multiple Morgana which he did not see himself, but which was described to him by several eye-witnesses." In explaining the cause of the mirage, Mr. Talman writes: "The narrow and tortuous Straits of Messina are bordered on either side by lofty hills. This body of water therefore forms a sort of pocket, in which the circulation of air is impeded. Under a strong sunshine the stagnant air presents strong contrasts of temperature, and therefore of density and refractive index. . . . conditions are favourable for superior, inferior, and lateral refraction."

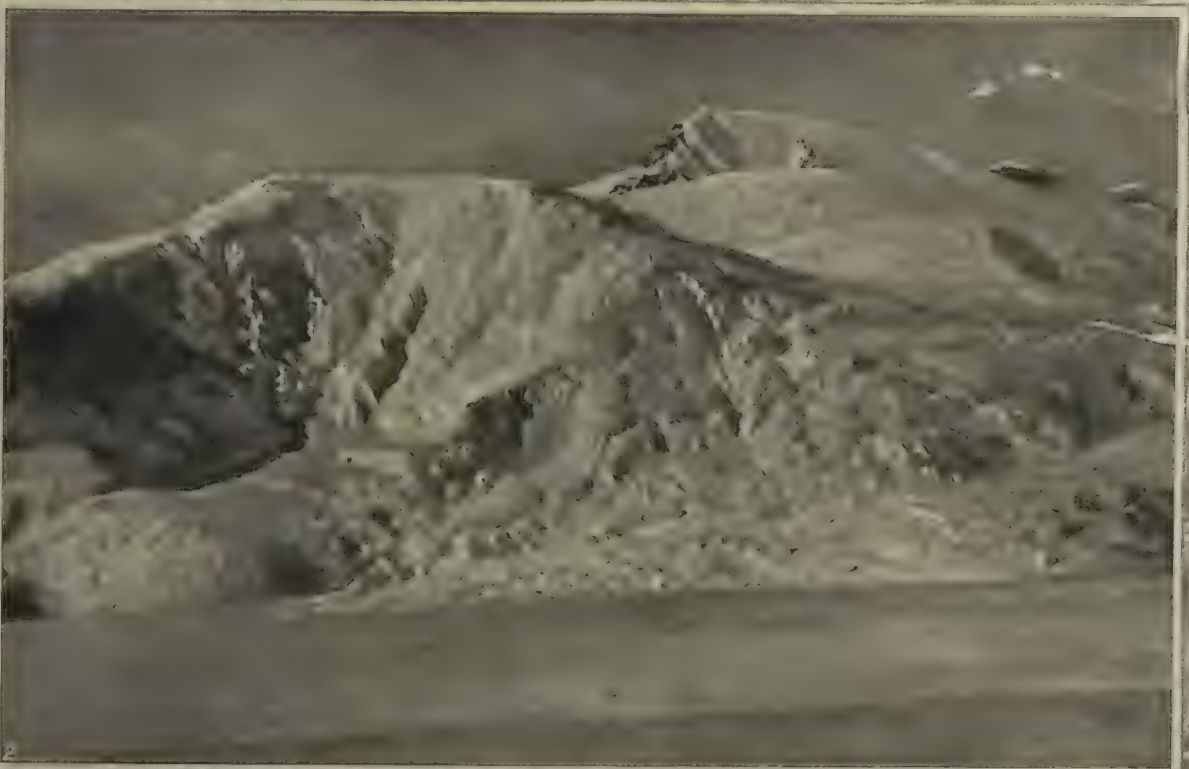
question of the likenesses and relationships of animals and plants intertwines itself with the great question of Evolution. If species, by variation, can give origin to "varieties," and if these varieties, differing from the parent-species, retain and maintain their differences, then, says the Evolutionist, you get your new species by modification of the old. This is putting the doctrine of Evolution in a nutshell. To look on the crow family, for example—including forms regarded so distinct (as species) as the raven, the carrion crow, the ordinary crow, the chough, and many more—we might have elected of old to believe that each "species," so called, came into existence separately. How much wiser we are to-day to hold that all these "crows" really represent modifications of probably one original species!

Man's own breeding experiments in the case of pigeons show what Nature may do when she is coaxed towards variation. All our fancy pigeons are derived from the rock-dove or wild pigeon. This is proved, not merely by what we know of pigeon-breeding, but by the fact that every now and then the egg of a fancy breed will give origin to a rock-pigeon. This is the old blood of the race cropping out. It is difficult, if not impossible, to stifle completely the tendency of heredity to hark back to its forebears.

ANDREW WILSON.

NEW LAND AND A "CLOUD-MAKER" PEAK: ON THE GREAT GLACIER.

PHOTOGRAPHS EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS"; COPYRIGHT STRICTLY RESERVED.



1. SIMILAR IN SHAPE TO THAT CALLED BY SIR ERNEST SHACKLETON "THE CLOUD-MAKER": A GIANT PEAK ON THE WAY UP THE GREAT GLACIER.

As we have already remarked, the peak shown in the first of the two photographs here reproduced has a shape similar in all respects to that called "the Cloud-maker," discovered by Sir Ernest Shackleton on his southern journey, when on the Beardmore Glacier, 150 miles to the north-west of Amundsen. The mountain is tremendously crevassed. The second

2. SHOWING THE CHARACTERISTIC APPEARANCE OF THE ICE FLOWING FROM THE MOUNTAIN SIDES ON TO THE MAIN GLACIER; NEW LAND ON THE GREAT GLACIER.

photograph, which illustrates new land on the Great Glacier, shows very well the characteristic appearance of the ice flowing from the mountain sides on to the main glacier. The photograph in question was taken from some little distance. At a nearer view the shadows would resolve themselves into vast gaps and crevasses.

THAT POINT FROM WHICH EVERYTHING BEARS NORTH: THE SOUTH POLE.

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AT THE SOUTH POLE: OSCAR WISTING AND DOGS OF THE AMUNDSEN EXPEDITION AT THEIR GOAL,
UNDER THE NORWEGIAN FLAG.

The plump condition of the dogs will be noted, and also the fact that the traveller is wearing Burberrys in place of the usual furs, an innovation adopted by the British Expedition of 1901-3. The stores, it will be seen, are carried in boxes, instead of in bags, as is customary. Lashed to the boxes is a spare sledge-runner; on top are the sleeping-bags. To dogs and to sleds the attainment of the South Pole was in a large measure due. "I personally pin my faith on ponies," said Sir Ernest Shackleton in the "Daily Chronicle," "but the

Norwegians, as I have said before, are so used to driving dogs, and Amundsen had such a vast experience of this method of travelling that he undoubtedly has taken advantage of it." In the same paper, Captain Amundsen said: "I attribute my success to my splendid comrades and to the magnificent work of the dogs, and, next to them, to our skis and to the splendid condition of the dogs on landing in the Antarctic." Five men set out for the South Pole, with fifty-two dogs and four sledges. Five men returned, with eleven dogs.

THE END OF THE LAST GREAT QUEST: THE SOUTH POLE—DISCOVERED BY CAPTAIN ROALD AMUNDSEN, DECEMBER 14-17, 1911.

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"WE OBSERVED THE POSITION OF THE POLE AS CLOSE AS IT IS IN HUMAN POWER TO DO": THE AMUNDSEN EXPEDITION PROVING THEMSELVES AT THE SOUTH POLE BY USE OF SEXTANT AND ARTIFICIAL HORIZON.

The cablegram in which Captain Roald Amundsen announced the end of the last great quest read: "Pole attained, 14-17 December, 1911. All well." In the explorer's famous cable to the "Daily Chronicle," he said: "We made out that we ought to be on the Pole on December 14. The afternoon of that day was a beautiful one . . . with a temperature of minus 23 degrees Celsius. The ground and the sledging were perfect. The day went on without incident, and at 3 p.m. we made a halt. According to our reckoning we had reached our destination. All of us gathered round the colours, a beautiful silken flag. All hands took hold of it, and, planting it on the spot, gave the vast plateau on which the Pole is situated the name of 'the King Haakon VII. Plateau.' It was a vast plain, alike in all directions, mile after mile. . . . The following day, in fine weather, we took a series of observations. . . . The result gave us 89 degrees 55 min. In

order to observe the position of the Pole as close as possible we travelled as near true South as we could for the remaining nine kilometres. On December 16 there we camped. . . . There was a brilliant sun. Four of us took observations every hour of the day's twenty-four. . . . We observed the position of the Pole as close as it is in human power to do with the instruments we had—sextant and artificial horizon. The place circles in with a radius of eight kilometres. On December 17 everything was in order on the spot." With regard to this photograph, it should be said that it shows two members of the Amundsen party taking observations of the sun's meridian altitude at the Geographical South Pole. The observer on the left is using the sextant; while, on the right, his companion is looking to the levels of the artificial horizon, where the image of the sun is brought down to the observer with the sextant.

A LANDMARK SET UP IN THE WHITE WILDERNESS: "BLAZING THE TRAIL" TO THE SOUTH POLE

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THE ILLUSTRATED LONDON NEWS, MAY 18, 1912. 770

THE HEIGHT OF A MAN: ONE OF THE SNOW CAIRNS BUILT BY THE AMUNDSEN EXPEDITION, AFTER THEY HAD REACHED 80 DEGREES SOUTH, TO MARK THE WAY FOR THEIR RETURN.

In 80 degrees S. the Amundsen South Pole party began to set up snow cairns, each the height of a man, to guide them on their return journey. One of these is seen on the right of the photograph. They were built at intervals of four miles, the distance between each being carefully noted by the sledge-meters. Astern of each sledge can be seen one of these meters, used to record

the number of miles actually travelled by the sledge. The compass course was also taken between each cairn. No matter how hard the wind blows, the cairns remain, for snow drifts up on the lee side, and makes them larger than they were originally. The surface is a typical Barrier or plateau surface.

How Famous People Renew their Health



"My experience of Sanatogen confirms the medical opinion. A distinct restorative effect follows from its use, and there is no longer that feeling of fatigue which one previously experienced."

Sir Luke White, M.P.

All who have "that feeling of fatigue," to which Sir Luke White refers, should realise that it is the first sign of nervous debility, and should at once begin to counteract it by taking Sanatogen. They will soon experience for themselves Sanatogen's distinct restorative effect—an effect which has been testified to by hundreds of famous people like those depicted here.

"Sanatogen is an excellent nerve food, of the highest nutritive value."

Sir Charles A. Cameron, C.B., M.D., etc.

These words sum up the medical opinion of Sanatogen, which has been expressed in no fewer than 15,550 signed letters from physicians, who testify to the excellent results they have obtained from it.

"I consider Sanatogen is the best remedy for nerves I know."

Sir Frederick H. Cowen, the famous musician.

Nerve sufferers are not the only ones who find Sanatogen the best remedy they know.

Its effects are equally wonderful in various other conditions, such as Anæmia, Digestive Troubles, Wasting Diseases, Convalescence, etc. For instance, Mr. B. W. Leader, R.A., when convalescent from a severe illness, stated that he was "rapidly recovering and regaining strength through Sanatogen."

"Sanatogen promises when you are run-down to pick you up—it does so."

Rev. Father Bernard Vaughan.

Yes, Sanatogen *does* what it promises to do. It not only picks you up, but, so to say, it gives you strength and stamina to *stay* up. Therefore, if you are "run-down" or have "that feeling of fatigue," you should write at once, if you have not yet tried Sanatogen, for a free sample to A. Wulfging & Co., 12, Chenies Street, London, W.C. Kindly mention this paper and enclose 2 penny stamps for postage, etc. Afterwards you can buy Sanatogen at any Chemists, from 1s. 9d. per tin.

A Few Prominent People who have testified to Sanatogen (see Portraits above).

1. Mr. Max Pemberton.
2. Sir Luke White, M.P.
3. Mr. Henry Arthur Jones.
4. The Rev. Father Vaughan.
5. Sir William Bull, M.P.
6. Mr. J. T. Tyldesley, the Cricketer.
7. Mr. B. W. Leader, R.A.
8. Mr. Eden Phillpotts.
9. Mr. Marshall Hall, K.C., M.P.

10. Mr. W. Rhodes, the Cricketer.
11. Mr. W. L. Courtney.
12. Mr. Spenlove-Spenlove, R.B.A.
13. Mr. Sidney Grundy.
14. Sir F. Milner, Bart.
15. Mr. Landon Ronald.
16. Sir Charles A. Cameron, C.B., M.D.
17. The Bishop of Bath and Wells.

18. Mr. Walter Crane.
19. Sir Frederick Cowen.
20. Dr. C. W. Saleeby.
21. Miss Ellaline Terriss.
22. Bishop Sheepshanks.
23. Mr. Cyril Maude.
24. Lord Sutherland-Gower.
25. Mr. E. F. Benson.
26. Mr. Hall Caine.

SANATOGEN

ART NOTES.

MR. Val Havers exhibited nowhere save at the Academy, where his first and last works were the two Living Room Pictures (as he called them) of 1911. But since a single successful year is a stronger bond than an unnoticeable quarter of a century, it would have been pleasant had the Academy secured a memorial canvas for the present exhibition. Nothing in the Academy of the living is quite so fresh as would have been a picture by the dead painter. Mr. Sims is still in high feather, but his showers of blossoms, his scattering of clouds and Cupids, his pulchritudinous, his waving trees and trusses are the laminary symptoms of a liveliness that has lasted through several seasons.

Mr. Wetherbee, that admirable painter, never fails. His frolic mood is not a habit, nor commanded; it buds as surely



SOLD AT A RECORD PRICE FOR A THREE-QUARTER LENGTH PORTRAIT: RAEURN'S "MRS. ANDREW HAY," WHICH HAS FETCHED £22,200.

At Christie's, the other day, Sir Henry Raeburn's portrait of Mrs. Andrew Hay was sold to Mr. Duveen for £22,200, a sum not far short of the record in English auction-room prices, which was the £23,415 paid on May 19, 1911, for Raeburn's portrait of Mrs. Robertson Williamson. While the latter was painted full length, however, Mrs. Hay's portrait, which measures 48½ by 38½ in., is only a three-quarter length. Mrs. Hay was Miss Elizabeth Robinson, daughter of William Robinson, a thread-manufacturer, of Banff. She was born in 1762, and in 1784 married Captain (afterwards Major-General) Andrew Hay, of Mountblair, who fell at Bayonne in 1814. Her father was killed in 1771 in a quarrel with an officer.

as any lilac bush. But it, too, is familiar. For the touch of newness we must go to one of the elders of the Academy. Mr. James Sant, of all people, is gay of heart; we could not be more pleasantly surprised if Sir L. Alma Tadema or the President hung off his consequential ability to learn the art of trifling and slapdash. Needless to say, they are sober still; only Mr. Sant, making light of life-long conventions, paints a picture ("Past and Present" in Gallery I.) that is free and easy.

That Mr. Val Havers, who died young, with a short record and at short notice, did not leave any pictures equal to either of those shown at the Academy was very probable. But he did leave worth bringing to



A LADY TYPIST AS JOAN OF ARC OUTSIDE ORLEANS CATHEDRAL: CELEBRATING THE RELIEF OF THE CITY AND THE 500TH ANNIVERSARY OF THE "MAID."

light. At the Mervyn Galleries in Davies Street is a picture of a bevy of nymphs scurrying over the crest of a hill: there is rhythmic rush in them, and a clever contrast in the leading maiden, who, having fallen to her knees, sways backwards, and, like a full-stop at the end of a verse, checks the flowing line behind her. This is not the first interesting picture shown by the latest of the picture galleries, where, whether by prescience or mere luck, the directors have arranged an exhibition of Mr. Frank Emanuel's work that justifies the Chantrey Trustees' preference among the year's pictures. There is no painting at the Mervyn Galleries



JOAN OF ARC'S ARTILLERY: A MEDIEVAL ENGINE OF WAR IN THE PROCESSION AT ORLEANS.

The annual fêtes at Orleans in commemoration of the raising of the siege by Joan of Arc on May 7, 1429, which have been celebrated with the same ceremonial for the last 482 years, were specially interesting this year, as being the quinqucentenary of Joan's birth. Orleans was for three days a scene of medieval pagantry, the Maid herself being impersonated by a lady typist, mounted on a white horse, and clad in shining armour. Beside her rode her esquire and her standard-bearer; her charlain followed on a donkey. An ancient culverin also figured in the procession.

IRRESISTIBLE MEANS OF RE-BEAUTIFYING THE FIGURE.

When a person is too stout, the impression is that he (or she) is too fond of the pleasures of the table. That idea is totally fallacious. There are many very stout people who are very poor eaters and, indeed, as regards over-fatness, much depends upon the matter of nutrition, for fat people are notoriously weak. What does a famous doctor say? "Obesity is a general state of disordered nutrition of the body, characterised by an excessive development of the adipose tissue, which leads to various disturbances of the bodily functions." Those words call for reflection.

Where there is malnutrition is a starvation dietary advisable? Yet how many stout people go in for a fasting dietary in order to reduce their weight! Not only that, they take any sort of drug-remedy that comes to hand, quite ignorant of the quality of such medicines, which, in most instances, are of a dangerous mineral character.

We can assure our readers that the disease of obesity—for it is a disease, and a very serious one—wants a treatment entirely different from starvation and drugging.

Antipon, that splendid discovery which revolutionised medical science as far as the treatment of obesity is concerned—"to quote the words of a great daily newspaper—has for its primary principle the renourishment of the tissues of the body during and after the elimination of the superfluous deposits of fatty matter. That is why the muscular development is perfected, and hence the rebeautification of the figure.

Antipon, in fact, gives tone to the digestive system, promotes a keen appetite, and with the help of good food, reinvigorates the debilitated organism. Without such means, the figure could not be rebeautified.

FINENESS OF FIGURE, WOMAN'S FASCINATING CHARM.

What is there more charming and alluring than a beautiful figure in a woman? And how often those who have that charm lose it through not knowing how to go to work when the evidences of a tendency to over-stoutness become apparent!

This is the day of youthful women, the day of slender beauty, the day of ANTIPON. Our mothers do not seem to be much older than their daughters. Science has taught them much, but their innate sense of the beautiful has taught them more. It is a crime nowadays to be stout. It is almost a crime to look old. What says a contemporary? "No longer does the woman of to-day look in the glass, see crow's-feet multiplying with wrinkling vigour, and count her grey hairs in despair, thinking of her place in the corner of the house. . . . As she grows older she becomes more radiantly youthful." And if she fears that she is

going to lose her beauty of figure she takes Antipon, that modern discovery which is one of the great glories of modern medical science.

However, that is not everything. There are women who recognise that they are a little too full in figure, but who resent, and justly, too, the accusation of being "fat"—horrible word! To them Antipon appeals with special force. It is such a gentle and harmless means of taking off a few pounds of overweight, and it makes one feel so delightfully



Stoutness and Ill-health Eclipsed by Antipon.

well in the process—so much brighter and lighter. Listen to what three ladies have to say: we quote from the original letters, seen at the offices of the proprietors of Antipon:—

This is the first, from a lady at Peterborough: "The two bottles of Antipon I had have quite reduced me to my normal weight. I have great pleasure in recommending Antipon to anyone suffering from obesity."

of the importance of the favoured "Kensington Interior" at Burlington House, but the line drawings give proof of a skilful hand and practised eye. In the street scenes may be detected a leaning towards Steinlen and his themes, but Mr. Emanuel is evidently careful to steer a various course. In the sea pieces, he would have done well to give a wider berth to the influence of Mr. Brabazon.

One is too apt to think of the painter who succeeds in expressing the vagrant and haphazard mood of the wanderer as an artist merely of pleasure, who takes to the road instead of to the schools, and whose only training is such as carries him on wheels to the landscape of his choice. But if a painter can express so much, it is because he has been thoroughly well schooled or because he is, by Nature, equipped for Nature. Stevenson could travel with a donkey, and write his travels, on both scores. His random-seeming word is the product of keen feeling and acutest art.

Perhaps Mr. Delbos, whose subjects and whose spirit send one back to verify one's quotations, so to speak, in the pages of R.L.S., has less of the second quality than of the first; but it is not good for any man to risk the loss of his natural inclination, combined with sufficient executive power, in the stifling atmosphere of

(Continued overleaf)

The second is from a lady of Birkenhead, who writes:—"I commenced taking Antipon a fortnight ago. I then weighed 12st.; now I weigh 10st. 12lb. I am more than pleased with such a good result in so short a time. I shall recommend your treatment wherever I can."

The third is from a Kentish lady. She writes from Catford as follows, and her case is a remarkable one:—

"I am pleased to say that one bottle of Antipon has worked such wonders that I shall not require any more. I have been waiting to see if it was really a permanent cure, and am glad to say it is."

You see, interested reader, fineness of figure is perfectly attainable at no exaggerated cost. There is no need for expensive consultations, no need for special dietary or costly drugs, or anything of that kind. Just a few bottles of Antipon and the thing is done!

A SERIOUS CONCERN.

A lady who, by means of the pleasant Antipon treatment, reduced her weight from 24½lb. to 18½lb.—a tremendous decrease—says in an enthusiastic letter to the Antipon Company: "My heart, which is diseased, is stronger, and its beating healthier."

Do you know, stout reader, that every obese person is threatened with what is called "fatty heart" or "degeneration of the heart," and that the liver may become enlarged and the kidneys seriously diseased through the accumulation of fatty matter in the interior?

That is, nevertheless, a serious fact, and one which you should seriously consider.

There are many other diseases which may arise from neglected obesity. Look to it!

If you, being very stout, wanted to insure your life, were to apply to an Insurance Company for a policy, the medical officer of that Institution would say: "No, you are too stout; there is chronic obesity to be risked. 'Lives' such as yours are not acceptable." And the medical officer would be right. Yet after a course of Antipon your life would be as good as others, and perfectly assurable. Think of these things. They are vital.

Reduction by Antipon is, as a rule, very rapid. Within a day and a night of the first dose there is a decrease (depending, of course, on individual conditions) of something between 8oz. and 3lb., and when normal conditions of weight and symmetry are restored the doses may cease altogether, the cure being complete and permanent.

Antipon is a pleasing liquid preparation of pure and harmless vegetable substances only.

Antipon is sold in bottles, price 2s. 6d. and 4s. 6d., by Chemists, Stores, etc., or, in the event of difficulty, may be had (on remitting amount) privately packed, carriage paid in the United Kingdom, direct from the Antipon Company, Olmar Street, London, S.E.

BUCHANAN'S SCOTCH WHISKY



The Connoisseur drinks **"BLACK & WHITE"** Scotch Whisky.

Continued.
the life-class, Mr. Delbos has a way of following the shapes of the things he paints with a corresponding movement of the brush. A round cloud is expressed by a circular sweep of the hand; the pigment that stands for a tree-trunk is always dragged up and down the canvas in an unpleasant way that reminds one of the "scooped" note in singing. But it is better to put up with such a habit, and enjoy the moon light of Montreuil-sur-Mer as he has caught it than to miss them both. Many more of Mr. Delbos's canvases at the Brook Street Gallery give pleasure. E. M.

In connection with the portrait of Lord Avebury, by Sir Hubert von Horkner, reproduced in the Royal Academy Supplement in our last issue, we should have stated that this reproduction was published by permission of the Phoenix Assurance Company, Limited, who are the owners of the original painting.

"His Master's Voice" new records for the month of May have been issued by the Gramophone Company, and include a number of novelties which will no doubt be very popular with the thousands who favour this form of musical entertainment. The new list is well up to the high standard of its predecessors.

Now that summer is approaching, it is well to take precautions against the irritation and discomfort often caused in hot weather by the stings of insects. Attention may be called anew to what has, in point of fact, been known for many years, that "Sanitas Fluid," when applied by way of a job to mosquito and other insect bites, will greatly reduce the inflammation and ill-effects of the poison which is thereby implanted. What is more to the point is that "Sanitas Fluid" not merely acts by way of a relief, but is an actual preventive of these bites, if sponged on the exposed parts of the body liable to such stings.

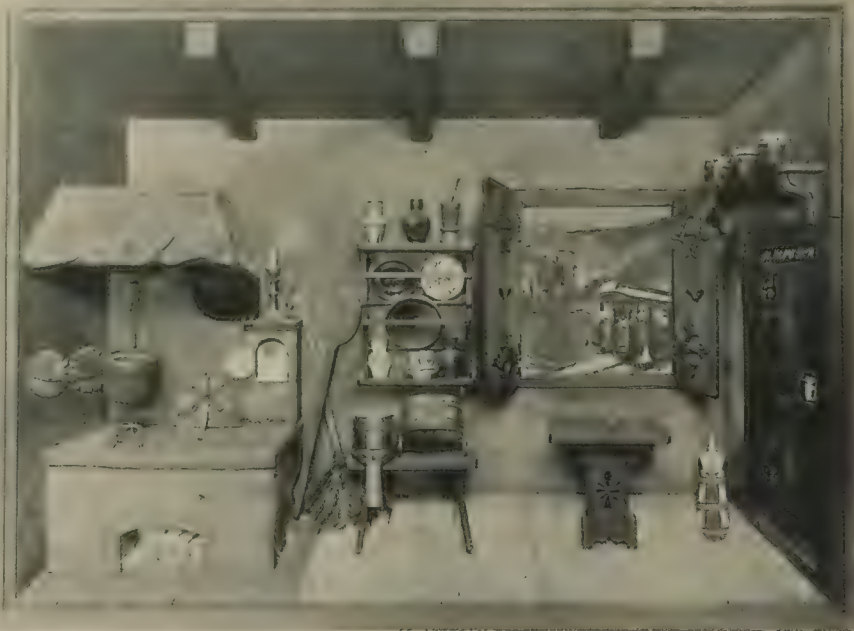
THE SHAKESPEARE BALL SOUVENIR.

(See Illustrations on "At the Sign of St. Paul's" Page)

SHAKESPEARE'S England—in that larger sense in which the phrase may be used of the whole race which acknowledges him as its literary king—owes a debt of gratitude to Mrs. George Cornwallis-West for the magnificent "Shakespeare Memorial Souvenir of the Shakespeare

literature. It will stand as a permanent expression of the twentieth century mind in its attitude to Shakespeare. The publication of this delightful volume, with its brilliant essays and its abundant and sumptuous illustrations—many in colour—is, of course, part of the same scheme which the Ball itself and this year's "Shakespeare's England" Exhibition at Earl's Court were designed to promote.

In the words of Mrs. Cornwallis-West, "When future generations, in turning the pages of this book, feel that sense of melancholy which so often besets the mind when recalling vanished glories, let us hope they will be able to say that, although the Ball is a phantasy of the past, and the beautiful women and gallant men who participated in it—shadows all—its splendid memories are fitly enshrined in the Monument to England's greatest poet—the Shakespeare Memorial Theatre." The literary portion of the souvenir, already mentioned, is of as high order. Mr. Bernard Shaw leads off with a dialogue in his wittiest vein, wherein a bust of Shakespeare gives voice to some startling self-revelation on the part of the Bard of Avon. Mr. G. K. Chesterton follows with an essay paradoxically entitled "On the Shakespeare Ball, by One who was Not There." Of his own reasons for not attending the Ball Mr. Chesterton says: "There was only one Shakespearean character in which I could, by any physical possibility, have gone; and that, unfortunately, is the finest of all Shakespeare's characters. I did not feel equal to imitating Falstaff for a whole evening. For the grand grotesques of human literature are surrounded by a sanctity peculiar to themselves. . . . No decent man would dare to dress up as Falstaff without long preparation and prayer. . . . I had half a notion of coming to the Ball as Ariel, but I resisted the temptation." Other contributors to the souvenir are Mr. Anthony Hope, who writes "an Elizabethan essay" on Masques and Routs, Mr. Comyns-Carr, Mr. Lewis Hind, Lord Lytton, and Mr. Hamilton Fyfe.



AT THE SIGN OF THE COW-CATCHER IN "SHAKESPEARE'S ENGLAND": A TYROLESE INTERIOR IN THE C.P.R. EXHIBIT. England in the twentieth century is still Shakespeare's England, including the greater Britain beyond the seas, over which his dominion has followed the flag. So there is no anachronism in the Canadian Pacific Railway's exhibit, called "At the Sign of the Cow-Catcher," in "Shakespeare's England," at Earl's Court. There is to be seen the interior of a Tyrolean peasant's cottage, showing through the window a specimen of the new C.P.R. observation-car service in Austria.

Ball" (Frederick Warne and Co.), which, as Chairman of the Ball Committee, she has edited with so much taste and judgment. This record of the historic entertainment in the Albert Hall on June 20 last year not only serves its primary purpose in a manner that could not be surpassed, but it forms a real and valuable addition to Shakespeare

literature. It will stand as a permanent expression of the twentieth century mind in its attitude to Shakespeare. The publication of this delightful volume, with its brilliant essays and its abundant and sumptuous illustrations—many in colour—is, of course, part of the same scheme which the Ball itself and this year's "Shakespeare's England" Exhibition at Earl's Court were designed to promote.

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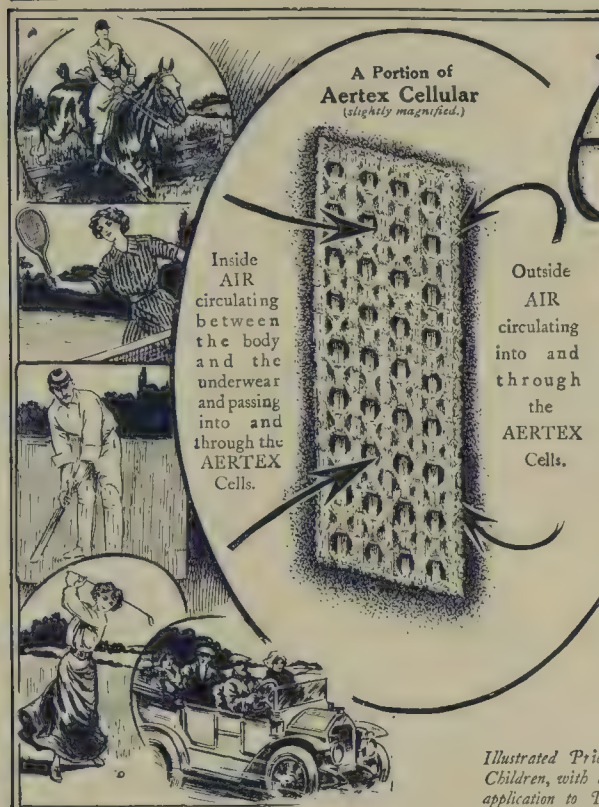
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LADIES' PAGE.

MARRIAGE amongst literary people is so frequently a failure that the happy union of the Brownings takes on the proportions of a marvel. Mrs. Browning was several years the senior of her husband, and she was already middle-aged when they married; then, she was very fragile in nerves and general health, needing constant consideration and care. Neither of these conditions is promising for conjugal happiness; yet she obtained from her husband an unflinching ardent affection that is often lacking where circumstances might seem wholly favourable. Mr. Browning appeared to care for her work as well as for herself, and he urged and stimulated her to write and to publish. But I could never understand, this being the case, why he so steadily refused (as her executor after her death) to allow popular diffusion of that same work. He habitually gave a curt refusal to applications for leave to print some of her copyright poetry in volumes of selections. This was certainly not the way to popularise her writings or maintain her memory, and it is one of several instances that might be cited showing that in the public interest copyright (which, of course, includes the right to refuse publication) ought not to be too long or completely in the hands of heirs. Another striking illustration of the same strange policy was the refusal of the late Miss Helen Taylor, the stepdaughter of John Stuart Mill, to allow the republication of his classic work, "The Subjection of Women," which was out of print, and brought a "scarce" book "price secondhand, for many years. Executors and surviving relatives will sometimes destroy manuscripts, as Lady Burton did one of Sir Richard's translations; they sometimes even buy up and burn all the copies that they can get of a book already printed, as old Earl Russell ("Lord John" to our grandfathers) did with his son's book on religion; and they sometimes go to great expense to suppress publication, as Lord Byron's relatives did with his "Memoirs." In these cases it is admitted that the relatives or executors disapprove of and dislike the work. But when professions of admiration and sympathy with the work are combined with refusal to give it circulation, the case is somewhat puzzling. It is recorded that, after his wife's death, Mr. Browning would sometimes go to the church at which they were married in order to kiss the stones on which her feet had stepped to their bridal.

Except for the legendary fame of Sappho, Elizabeth Barrett Browning is admittedly the greatest of women poets. It is hardly too much to say that her "Sonnets from the Portuguese" are the only fine love-poems yet written by a woman; so that any anthology or selections of Victorian poetry must be incomplete without her work being represented. Undoubtedly she always ardently loved her husband, and felt confident of his passionate personal devotion and admiration of her writings. This conjugal support is too rare a blessing in the life-story of great women, alas! It is commonplace in the same relation of great men; the devoted, admiring, self-effacing wife, holding up the hands of her partner as Aaron and Hur held the



A LITTLE GOWN IN TAFFETAS.

Two colours in silk are used to build this walking frock; plain and shot taffetas would also answer well in the design. There is a lace yoke with bands of Oriental embroidery upon it.

praying hands of Moses, is very, very often perceived. It is significant that four of the most illustrious women of the last century—I can recall only those four!—had the like aid in their careers from a husband's admiration and devotion: I mean, Queen Victoria, Mrs. Somerville the mathematician, "George Eliot," and Mrs. Browning. How much did the super-eminence of these women owe, I wonder, to those happy conditions of their private life? And will the men of the future be less jealous of a wife's predominance, and more ready to help her to achieve her utmost in the line of her talent, than has usually been the case hitherto? Too frequently the only notice taken by her own family of a woman's ambitions and efforts has been repressive. A contrary custom might have great results.

I have just been looking round some of the great dress houses in Paris. As usual, there are quantities of charming frocks, the light fabrics and dainty colours now called for by the season being particularly successfully dealt with by supple French fingers and unflinching French taste. Quite a feature of novelty is the frequent use of black with delicate tints. We are, of course, well used to the combination of black and white, but the latest word of Madame la Mode is black with some delicate colour, such as heliotrope, pale yellow, champagne or canary, mouse grey, willow green, and so on. The method of the combination, too, will sound to be crude and hard, probably, but it is really not so when well arranged; it consists generally of a coat, sometimes with a short basque, and sometimes a long tunic, of black taffetas or moiré or satin, with the underskirt, revers, and lower part of the sleeves in coloured mousseline-de-soie, charmeuse, or the silk and wool mixtures that are very successful in their soft drapings and subdued sheen of surface. Short coats are very smart-looking in black taffetas-mousseline, edged with quaint ruffles of the same material, and relieved with deep collar and revers of some plain light-tinted or dainty-flowered muslin, which also makes the entire skirt. Black lace is likewise used over coloured fabrics as a tunic or paniers, and white lace is put on black silk visiting-gowns.

Oriental embroidery has great success. It is used to brighten up the plainest blue serge and similar gowns. A strap round the top of the yoke, following on down the centre or one side or both sides of the dress, and another band round the elbow on the sleeves, will enliven a plain frock wonderfully. The rich and boldly mingled tones known as Oriental embroidery are, if truly copied from the Eastern models, always in good harmony, but these mingled and brilliant colours are too loud for our quieter European tastes except in moderation, so a good dressmaker will never use great quantities. Bead-work is much employed in a similar manner—that is, to give a touch of brightness to an otherwise plain dress. Some of the tunics are lightly beaded all over, and then just round the edges worked in profusion with many-coloured bead-embroidery—not omitting the chalk white that comes out well in the midst of the crimson, purple, green, and gold of the rest.

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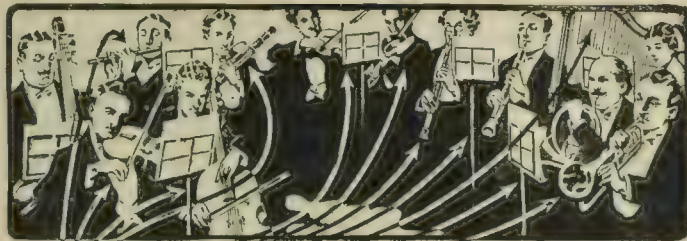
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LITERATURE.

The House of Harper.

A memorable chronicle of a publishing firm whose name is a household word on both sides of the sea is presented in "The House of Harper," by J. Henry Harper (Harper and Brothers). The story, which extends over a century, is always pleasantly anecdotal and leads on from early family history to the transactions of the house with the greatest authors of the nineteenth and twentieth centuries. Sprung of New England farmer stock, but of a grandfather born in Ipswich, James Harper, the founder of the firm, went to New York at sixteen years of age to learn the printing trade. He was a glutton for work, and soon made his mark as a man who could pull more sheets a day than any other pressman. Incidentally, in introducing the story of the founder's apprenticeship, Mr. J. Henry Harper gives us a delightful picture of the New York of 1810. Another son, John, followed the same craft, and in 1817 the two young men set up in business for themselves under the style of J. and J. Harper. From the first their printing was famous for beauty and finish. For a time they merely executed publishers' contracts. Their first book was "Seneca's Morals," executed for the elder Duyckinck. Next year they made their first essay in independent publishing with Locke's "Essay on the Human Understanding." Later, Wesley and Fletcher Harper joined the great brotherhood in a business capacity. These remarkable men worked in the most perfect harmony. "Either one is the Harper," said James, "the rest are the brothers." No proposition was put into practice if one brother dissented. No matter how promising a scheme might appear, if one of the firm said "nav," the proposal was dropped. For a long time they kept no separate accounts each drew what he required, the rest was common fund. Among their early feats was the printing and publishing of "Peveril of the Peak" in twenty-one hours after the packet had brought in the early sheets, which were secured by a messenger before even the ship had been made fast. Harper's Magazine was started in 1850, Harper's Weekly in 1857. By 1853, the house had become the largest and most complete of its kind in the world.

The book is a mine of excellent literary anecdote, and it contains fascinating side-lights on the vagaries of authors' literary aspirations. There are also innumerable good stories of the Harpers' relations with the most eminent men of letters and artists. The book is very long, but nearly every page contains something noteworthy.

A Ulysses of To-day.

In his preface, Colonel H. C. Lowther sums up his book, "From Pillar to Post" (Edward Arnold), as "a collection of random reminiscences." It is a true description, perhaps, but few men have had the varied experiences of the author, who in the course of some five-and-twenty years has seen a large part of the world and its peoples, and has now given to the public one of the most delightfully irresponsible accounts of adventures, wanderings, and happenings ever published. Cattle-punching in Montana in early days; shooting trips in Ceylon, Somaliland, and East Africa; war in South Africa; manoeuvres in France, Holland, Spain, and Sweden, as well as in England; a description of life in Morocco which reads like a Gilbert and Sullivan opera; experiences as an Attaché at various foreign Courts; visits to Crete, St. Helena, Barotseland, Honolulu, New York, Tunis, Algeria, and Sierra Leone—are among the subjects dealt with by Colonel Lowther, and of every country he has good stories to tell. He is one of those fortunate people who can work hard and well, and at the same time get all the fun possible out of life and take its trials and hardships as a huge joke. The spirit in which he treats his South African War experiences must have been invaluable as an example to men inclined to "grouse," but, though seldom serious for long, his shrewd criticisms on men and matters connected with that war show him to be a thoroughly sound, practical soldier, who well deserves the recognition which his services have gained for him. A keen sportsman, Colonel Lowther has killed some fifty varieties of big game and small game innumerable, but his shooting yarns are by no means a dreary record of successful stalks. It is curious for one who remembers him as captain of the Sandhurst eight and the best rifle-shot in the College to read of his missing lions, four in one week and three in another, a couple of years later. When Attaché at Madrid he was an eye-witness of the dastardly attempt to blow up the young King and Queen of Spain while returning from their wedding ceremony, an outrage which cost more than thirty lives. His residence in Paris, also as Military Attaché, has furnished him with many tales to tell of duelling, air-ships, espionage, the Apaches, and the horsemanship of the French



Photo. Illuz. Bureau.

THE KING'S INSPECTION OF HIS AIR FORCES: A NAVAL AEROPLANE PASSING OVER THE ROYAL YACHT AT WEYMOUTH.

As the "Victoria and Albert," with the King on board, approached Weymouth for the Naval Manoeuvres, Commander Samson flew out to sea in his Short hydro-aeroplane, sighted the royal yacht off Lulworth, and circled over it at a height of 1500 feet. Lieutenant Gregory, who dropped the dummy bomb, Captain Gerrard, and Lieutenant Longmore also flew over the yacht. The next day Commander Samson launched the Short biplane from the deck of the "Hibernia," and flew just ahead of the "Victoria and Albert's" bows.

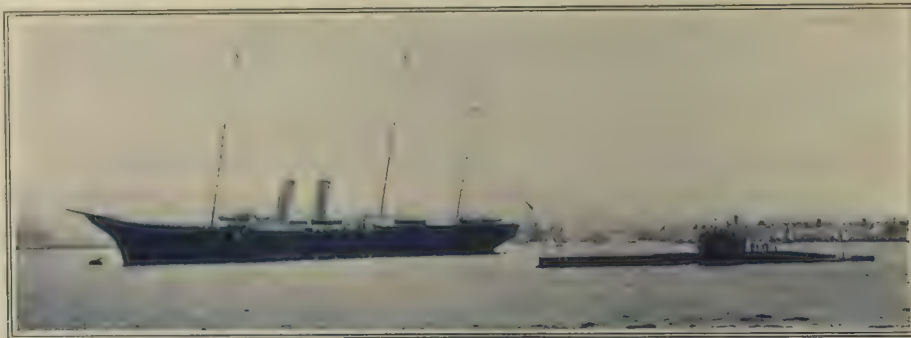


Photo. Silk.

THE KING'S VOYAGE UNDER THE SEA: SUBMARINE "D 4," WITH HIS MAJESTY ON BOARD, JUST RISEN TO THE SURFACE ALONGSIDE THE ROYAL YACHT.

During the recent Naval Manoeuvres at Weymouth the King went for a voyage of about two miles under water in Submarine "D 4," the trip lasting about ten minutes. It was his first voyage in a submarine since his accession, although he has had a similar experience before. He was accompanied by Prince Albert and the First Lord of the Admiralty.

(Continued over p. 781)

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MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.

Invaluable for Toilet Purposes.

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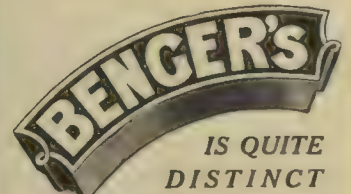


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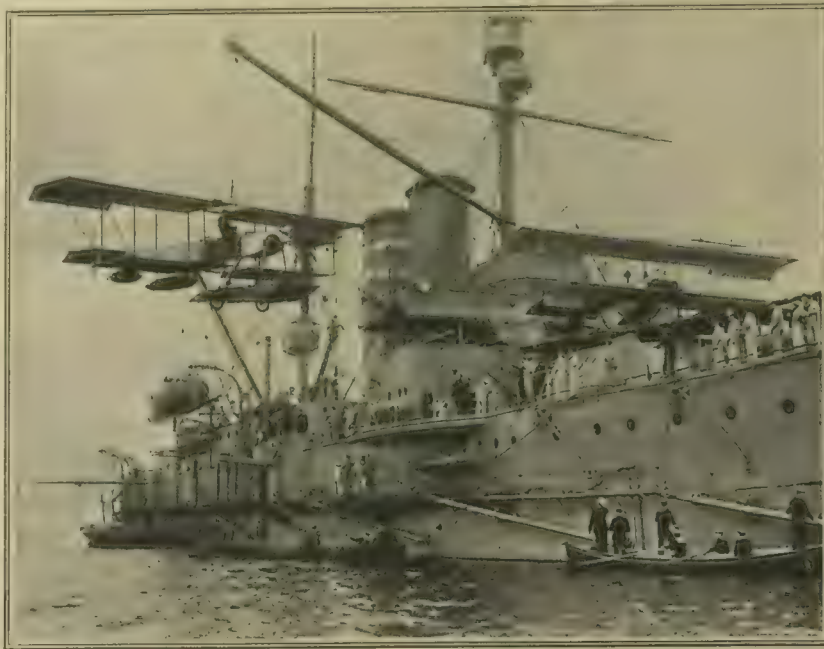
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(Continued.) cavalry, which, it may surprise some people to hear, he rates far above that found in England. The book is well illustrated with photographs

In the Track of Mungo Park. With the exception of an excellent account of his voyage up the Niger in the mail-

steamer to Lokoja, Dr. J. D. Falconer's book, "On Horseback through Nigeria" (Fisher Unwin), deals only with Northern Nigeria, a country which, though it has formed part of the British Empire for the past eleven years, has only recently come into public notice through the discovery of valuable areas of tin ore. The history of the Hausa States, their conquest by the Fulani, the gradual sinking of the Sultanate into a corrupt and savage community of slave-traders, the early struggles of the Niger Company to put down slavery and intertribal wars, and the annexation of the whole country by the British Government in 1900 have been well described by Lady Lugard; and Dr. Falconer does not attempt to go over this ground in detail, but gives a very readable account of a journey through the less-known parts of this very interesting land. Everywhere he goes he is struck by the wonderful change since the days when Barth travelled these regions, depending for his life and support on the precarious friendship of savage chiefs whom he had to conciliate by bribery; and often, when his stock of presents ran out, by methods not very consistent with the dignity of an accredited envoy of Great Britain. Now the prestige of the white man is high in the land, and even the Fulani, the old ruling class, are outwardly, though not effusively, friendly. This result is due to the personal influence of the British officials, civil and military, who with a tiny army, recruited from the natives themselves, and a still smaller police force, keep in peace—and, on the whole, in good behaviour—eight millions of negroes scattered over more than double the area of the British Isles. The most

interesting parts of Dr. Falconer's book are those which take us among the pagan tribes of the Bauchi country and the surrounding hills. It is a pity that Dr. Falconer has adopted the undesirable West African habit of styling every petty negro chief "king," and talking of "royal" cavalades, "the nobility," "courtiers," and "palaces,"



THE FLOATING EYRIE OF THE MAN-BIRD; H.M.S. "HIBERNIA" WITH TWO HYDRO-AEROPLANES ATTACHED. The battleship "Hibernia" was one of the vessels fitted with a launching-platform for aeroplanes, and used as such by the naval aviators during the manoeuvres at Weymouth. In the photograph one hydro-aeroplane can be seen on the launching-platform, while another is being raised from the water. On May 9, owing to the fog, the "Hibernia" was taken inside the breakwater, and Lieutenant Gregory's biplane was hoisted on board. Later, it was launched from her deck, and operated within Portland Harbour.

the later term being perfectly absurd as a description of the mud and thatch dwelling of a native head-man. The many photographs are excellent, and give a capital idea of the country and the people, while the future of Northern Nigeria is thoughtfully discussed in the Appendix.

"Four Months Afoot in Spain."

Mr. H. A. Franck, the young and enterprising American who wrote that amusing volume, "A Vagabond Journey Around the World," has given us a no less entertaining work entitled, "Four Months Afoot in Spain." (Fisher Unwin.) He left the States in the steerage of a vessel going to Gibraltar, and returned in an emigrant-ship from France, having tramped and tramped from the south to the north of the fascinating country he set out to visit. Including railway and steamboat fares his expenses came to little more than two pounds a week, but he savoured the sense of Spain in measure denied to most of those who travel *de luxe* and add to the wealth of all the institutions that thrive upon the freely flung money of the tourist. Mr. Franck visited the chief cities of Spain, but the most interesting days and nights were spent in remote villages whose names have never found place before now in books of Spanish travel. He spoke the language fairly well at the beginning of his tour, and must have achieved fluency before the end. His observations are shrewd, his sense of humour seldom deserts him, and, for one who was visiting Spain for the first time, he seems to have formed few wrong conclusions, though he did not always master the proper spelling of words that should soon have become familiar. If he errs in some of his estimates of Spanish character, and thinks that all parish priests should be shot, and all soldiers employed in some useful work, it is merely because he has yet to master the idiosyncrasies of the Latin races, and really he had little time in which to study them. Moreover, these matters are of small account, for Mr. Franck bears just and ungrudging testimony to the unflinching courtesy and charm of the Spanish peasantry, to their industry and good spirits, and to their unvarying kindness to wayfaring men. His book shows the immense possibilities that lie before those who have good health, plenty of grit, and a modest knowledge of foreign tongues.

If your eyes could see

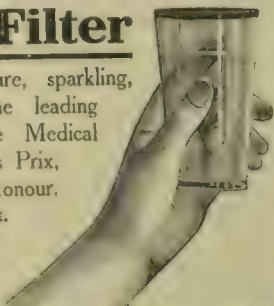
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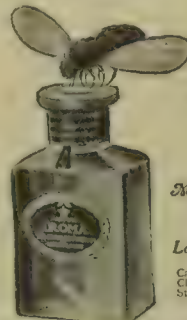
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WILLS AND BEQUESTS.

THE will (dated Oct. 26, 1908) of Mr. GEORGE GROSSMITH, actor and entertainer, of 32, Manor Road, Folkestone, formerly of 55, Russell Square, W.C., who died on March 1, has been proved, and the value of the property sworn at £19,628. He gives £2000 each to his children; the seal presented to him by Queen Victoria, two silver bowls given him by Messrs. Gilbert, Sullivan, and D'Oyly-Cardé, and the ivory baton with which he conducted the orchestra on the occasion of his son's first appearance on the stage, to his son George Grossmith; the Turkish Crescent scarf-pin presented to him by King Edward and Queen Alexandra to his son Laurence Grossmith; £500 to his daughter-in-law Gertrude; £300 to his son-in-law Stuart J. Bevan; £100 to Lord Burnham for such charities connected with the Press as he may select; £50 each to the Actors' Benevolent Fund, the Royal General Theatrical Fund, the S.P.C. Children, the S.P.C. Animals, the Little Sisters of the Poor, and the Sisters of Mercy; small legacies to others, and the residue to his four children.

The will (dated June 9, 1875) of LORD HOLDEN, of Nun Appleton, Bolton Percy, Yorks, who died on March 25, is proved by his son Lord Holden, Tatton Henry Bower, and John Lobley, the gross value of the real and personal estate

deceased brother Reuben David, his son David and daughter Rachel taking double shares; £20,000 to the son or sons of Mrs. Aman Moses; £1000 to his sister Mrs. Kate Ezekiel and £9000 to her children; £20,000 each to his sisters, Mrs. Rebecca Shellim and Mrs. Mozelle Hyeem; £20,000 for charity, at the absolute discretion of the executor; and the residue to the children of his said brother Reuben David, David and Rachel taking double shares, and the share of David not to be less than one third of the whole.

The will (dated Oct. 31, 1907) of Mr. WILLIAM GEORGE RAPHAEL, of 9, Connaught Place, and Castle Hill, Englefield Hill, and of R. Raphael and Sons, Austin Friars House, E.C., is proved by his widow, his brother Oscar Charles Raphael, and Philip Samuel Waley, the value of the estate amounting to £617,960. The testator leaves the Castle Hill estate and pictures and plate to his wife during widowhood and then for his eldest son, or, failing male issue, then for his eldest daughter. He gives £6000, all furniture, plate, pictures, etc.; to his wife, and during her widowhood the income from £200,000, or from £35,000 should she again marry; £500 each to the executors; and £250 each to his children, brothers, sisters and Albert Henry Jessel. The residue of the estate he leaves to his children, the share of a son being double that of a daughter, but should he leave no male issue, and three or more



Photo, L.N.A.
WHERE THE "REVENGE" LIES AT EARL'S COURT: THE FORTIFIED ENTRANCE TO OLD PLYMOUTH HARBOUR IN "SHAKESPEARE'S ENGLAND."

Many historic old buildings and typical examples of Elizabethan architecture are reproduced in model at "Shakespeare's England," recently opened for the season at Earl's Court. On entering the Queen's Gardens, the visitor sees an irregular quadrangle, including the old houses in Holborn, Rushton Hall, and Compton Wynnyates. At two points openings in the square give access to a quay which almost surrounds the lake. The famous little "Revenge" is seen lying in Plymouth Harbour, around which stand its



Photo, Record Press
A RELIC OF SHAKESPEARE'S LONDON IN "SHAKESPEARE'S ENGLAND": THE OLD HOUSES IN HOLBORN BARS REPRODUCED AT EARL'S COURT.

Photo, I. V. G.
WHERE DRAKE WAS PLAYING THE FAMOUS "RUBBER OF BOWLS" WHEN THE ARMADA WAS SIGHTED OLD PLYMOUTH HOE, IN "SHAKESPEARE'S ENGLAND."

amounting to £448,000. The testator gives £2000, the use of The Woodlands, Bradford, and £5000 a year to his wife; £200 each to the executors; and the residue to his children, the share of his son to be double that of his daughter.

The will (dated March 23, 1892) of Mr. ARTHUR ABRAHAM DAVID SASSOON, C.V.O., of 2, Albert Gate, S.W., and King's Gardens, West Brighton, who died on March 13, is proved by Mr. Leopold de Rothschild, the value of the

ancient fortifications. There is also Plymouth Hoe, as it was in the days when Drake "was playing at Plymouth a rubber of bowls when the great Armada came."

estate being £376,863, exclusive of personal property abroad amounting to £270,000. He gives £55,000 and his house and contents at Brighton, any furniture, etc., she may select from his town house, and the income from £200,000 to his wife; £100,000 to the children of his

daughters, then such daughter as may succeed to the Castle Hill property is to receive £75,000 more than her sisters.

The following important wills have been proved—
Mrs. Elizabeth Rebecca Johnson, the Hotel Metropole, Bournemouth, who left £135,000 to charities . . . £275,934
Mr. Henry Ormerod Hutchinson, Eldersleigh, Prestwich . . . £108,710

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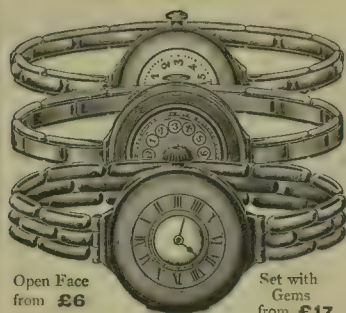
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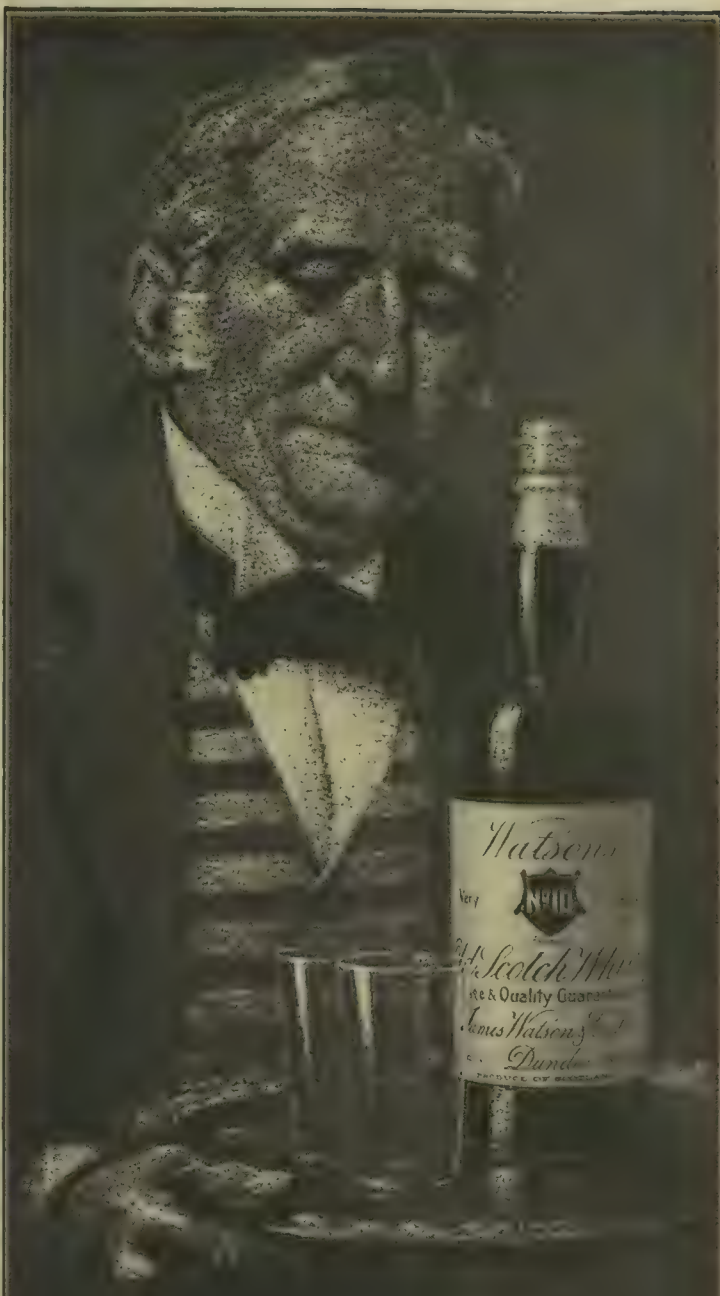
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See "No. 10" in white on a red ground on the label
Obtainable at all Wine Merchants and Stores.

WHITSUNTIDE RAILWAY ARRANGEMENTS.

FOR Whitsuntide a concise little programme has been issued by the Brighton Company and can be obtained post free from the Superintendent of the Line, L.B. and S.C.R., London Bridge. A convenient cheap ticket covering the whole of the holiday will be issued to all the seaside and health resorts by all trains on May 24, 25 and 26. The Company's Continental arrangements provide for many trips by the Newhaven and Dieppe route, which is becoming more popular every year. They include tours in Switzerland, Tyrol, Italy, Normandy, and South Germany, full particulars of which can be obtained from the Continental Traffic Manager, Brighton Railway, Victoria Station.

At Whitsuntide many will doubtless journey by the London and South-Western Railway to Devon and Cornwall, whilst others will visit the Isle of Wight, Southsea, Portsmouth, Lee-on-the-Solent, the New Forest, Bournemouth, or Swanage. Besides the usual cheap tourist and "week-end" tickets, the company will run special fast trains from Waterloo at excursion fares. Of the many attractive circular tours announced, those into Normandy and Brittany, via Southampton and Havre, or St. Malo, are most economical; and the new turbine steamers will make the Channel crossing much pleasanter. The usual 23s. fourteen-day tickets will be issued from Waterloo to Guernsey and Jersey. Programmes of holiday facilities can be obtained free from Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

Holiday travellers are given, by the Midland Whitsuntide excursion programme, a choice of over 500 places to which cheap tickets will be issued from St. Pancras. The excursions commence on May 23. The first trips will be to Ireland, and these will be repeated on the 24th and 25th. On the 24th, the excursions to Scotland begin, leaving St. Pancras at 9.30 p.m. for the North of Scotland, and 10 p.m. for Edinburgh and Glasgow. On the 25th there will be Excursions to Douglas (Isle of Man) via Heysham, and on the 24th and 25th, via Liverpool. Excursions to English provincial towns and villages will run on the 25th.

Holiday-makers of all classes are catered for in the Great Northern Railway Company's Whitsuntide Holiday

Excursion Programme. It covers the Norfolk and Lincolnshire coasts, the fashionable inland watering places of Woodhall Spa and Harrogate, also the Yorkshire coast, including Scarborough, Bridlington, and Whitby. On May 24, corridor express excursions will be run to all parts of Scotland, including Edinburgh, Glasgow, and Aberdeen. The popular half-day trips to Skegness will be run on Whit Sunday, Whit Monday, Tuesday, and Thursday; also many other excursions. Programmes giving full particulars can

Cleethorpes, and Scarborough, which can be reached in quick time at very low fares, and the choice of destination stretches from the Midland Counties to the far North of Scotland. The Vale of Aylesbury, the Chiltern Hills, and Stratford-on-Avon should also appeal to many. Full particulars of times of departure, fares, and other information are contained in this programme, which may be obtained free at Marylebone Station, or by post from Publicity Department, 216, Marylebone Road, N.W.

Cheap tickets for the Whitsuntide Holidays will be issued to Paris by the South-Eastern and Chatham Railway, via Folkestone and Boulogne, leaving Charing Cross at 10 a.m. and 2.10 p.m. on May 23, 24, 25, 26 and 27, also on the same dates by the night mail service leaving Charing Cross at 9 p.m. Other Continental arrangements include cheap tickets to Brussels, Boulogne, Le Touquet, and Paris-Plage, also to Amsterdam and other Dutch towns via Queenborough and Flushing, to the Belgian Ardennes, and to Switzerland. The home arrangements are equally complete. Full particulars of both are given in the special holiday programme and bills.

For spending Whitsuntide on the Continent, the Great Eastern Railway Company's Hook of Holland route offers exceptional facilities. Passengers leaving London in the evening arrive at Amsterdam, the Hague, etc., next morning. From the Hook of Holland through carriages and restaurant-cars run to Bremen, Hamburg, Berlin, Leipzig, Dresden, Cologne, and Wiesbaden. Special tickets at reduced fares will be issued for Brussels. Tickets dated in advance can be obtained at Liverpool Street. Steamers will leave Harwich for Hamburg and for Esbjerg (West Coast of Denmark) on May 22 and 25; and on the latter date also for Gothenburg.

For those intending to visit the sea at Whitsuntide, the East Coast affords a choice of nineteen resorts, most of which, in addition to their bracing breezes, provide opportunities for golfing, yachting, and angling. Many holiday facilities are offered by the Great Eastern Railway Company, comprising cheap excursions to the principal towns in the eastern counties, Lincolnshire, Lancashire, Yorkshire, and the North-East Coast. Programmes containing full particulars can be obtained gratis of the Superintendent of the Line, Liverpool Street, or at any of the company's stations or London offices.



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Much care and thought is rightly spent nowadays on the furnishing of the nursery, which has a great influence on the health and mental culture of children. Messrs. Heal and Sons, of 196, Tottenham Court Road, have made a special study of the equipment of nurseries, and set forth their results in an interesting illustrated catalogue called "The Nursery Book," from which the above photograph is taken. Unpolished oak is very suitable, as it is strong and can be scrubbed.

be obtained at any of the company's offices or stations, or from the Superintendent of the Line, Dept. 55 W, King's Cross Station, London, N.

Mentioned in the A B C Whitsuntide Programme issued by the Great Central Railway Company, there are over 300 seaside and inland health resorts in the Midlands and North, including Liverpool, the Isle of Man,

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Excursions by Corridor Expresses to over 500 stations including bookings to Edinburgh, Glasgow, Aberdeen, etc., for 4, 8, or 17 days, on Friday, May 24th, and to Harrogate, Scarborough, Cromer, Leeds, Bradford, Newcastle, Manchester, Sheffield, Nottingham, Burnley, Rochdale, Blackburn, etc., for 3, 4 or 8 days, on Saturday, May 25th.

Week-End Tickets (Friday to Tuesday) will be available for return on Wednesday, May 29th.

Saturday to Monday Tickets will be available for return on Tuesday, May 28th.

Excursion and Tourist Programmes, also Illustrated Holiday Booklets, can be had gratis on application at any G.N. Office, or of Superintendent of the Line, Dept. 55 W, King's Cross Station, London, N.

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A Holiday at Whitsun is Essential to Everybody.

It braces up the system after the trying Winter and Spring. Whitsun and the early Summer are ideal times for a visit to Devon, Cornwall, North Wales, South Wales, or Wonderful Wessex.

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CHEAP TICKETS to the CONTINENT will be issued from certain London Stations.

Destination.	Days Valid.	Return Fares.
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BRUSSELS (via Calais)	14	55/1 38/6 24/-
Do. (via Ostend)	14	45/8 29/10 19/6
BOULOGNE	3	22/6 14/-
Do.	8	30/- 25/- 17/10
AMSTERDAM	8	37/1 25/8 -
THE HAGUE	8	32/10 22/5 -
CALAIS	3	24/- 15/3
Do.	8	31/6 26/8 20/6
OSTEND	8	29/1 20/8 15/8
LE TOUQUET	5	34/9 28/7 20/5

WEEK-END TICKETS TO HOLIDAY RESORTS.

as below, available by any Train (Mail and Boat Expresses excepted), will be issued from London and certain Suburban Stations on May 24th, 25th, and 26th, available for return on May 26th, 27th, 28th and 29th.

Return Fares.	Return Fares.
Bexhill 14/- 10/6 8/-	Martin Mill 18/6 12/6 9/-
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Broadstairs 15/- 11/- 8/-	Rye 16/- 12/- 9/-
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Folkestone 17/6 12/6 9/-	Tunbridge Wells 8/6 5/6 4/6
Hastings 14/- 10/6 8/-	Walmer 18/6 12/6 9/-
Herne Bay 14/- 10/- 7/-	Westgate 15/- 11/- 8/-
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Littlestone 16/- 12/- 9/-	
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CHEAP DAY EXCURSIONS on WHIT-SUNDAY and WHIT-MONDAY, also CHEAP DAY and HALF-DAY EXCURSIONS on WHIT-MONDAY, from London to certain Sea-side and Country Stations.

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For full particulars of Excursions, Alterations in Train Services, &c., see Special Holiday Programme and Bills.

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May 23	Belfast and North of Ireland - - - - }	16 days
" 24	Dublin and South of Ireland - - - - }	4, 8, or 17 days
" 24	All Parts of Scotland - - - - -	3, 4, or 8 days
" 25	The Provinces, North of England, &c. - -	2 to 8 days
" 24 & 25 (night)	Leicester, Nottingham, Lincs., and Yorks towns	3, 8, 10, 15 or 17 days
" 25, etc.	Peak of Derbyshire, Isle of Man, Yorkshire Spas	1, 1, 2, 3, or 4 days
" 27	English Lakes, Blackpool, Liverpool, Southport, &c.	1 day
" 27	Leicester, Nottingham, Loughboro', Sheffield	1 day, &c.
" 27	Matlock, Rowsley, Bakewell, (Restaurant Car)	1 day, &c.
" 27 & 28	(Connecting drive to Haddon Hall, Chatsworth, &c.)	2 to 5 days
" 28, 29, 30, & 31	Birmingham and Kettering - - - - -	
	St. Albans, Harpenden, Luton, Bedford - -	
	Manchester (Races) - - - - -	

WEEK-END TICKETS

issued Friday and Saturday, available for returning on following Sunday, Monday, Tuesday, or Wednesday.

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Apply to the MIDLAND RAILWAY CO., ST. PANCRAS, or any MIDLAND TICKET OFFICE, or office of THOS. COOK & SON, Derby. W. GUY GRANET, General Manager.

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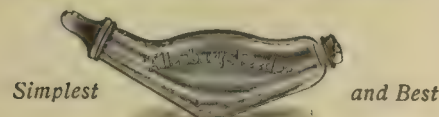
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COAL TAR SOAP

4d. per Tablet.

CHESS.

C M S (Barndley).—We have very carefully considered your problem, but are obliged to decline it owing to the two short mates following Black's moves with his King. If you could get over this weakness we would look at it again.

G P D (Damascus).—The problem sent on April 1 is too weak. The other shall appear.

E G B BARLOW (Bournemouth).—No. 1 can be solved by 1. Q to Q and (ch); No. 2 is correct, but the dual after Kt to K 6th or B takes Q, and others, vitally affect the value of the problem.

F R GITTINS (Birmingham).—Your recent three-mover has a second solution by 1. Q to K R 7th, when, if Black replies 1. P to Q 6th, 2. Q to R 7th, etc.

A M SPARKS.—Will you please send us another diagram of your problem? The one we had was accidentally destroyed.

N NEWKIRK.—Your problem is excellent for a first attempt, but it lacks variety, and therefore is not up to publication standard.

C C W MANN.—No. 17 appears to have no solution if Black for his second move plays P R 8th—Queen, pinning White's Queen.

We have a well-drawn diagram of a two-mover, in which the White King stands at K R 8th and the Black King at K 4th. It bears no composer's name, and has become detached from its covering letter. Would its author kindly send us his name?

CORRECT SOLUTIONS OF PROBLEM No. 3540 received from C A M (Penang) and W B Shaw (Plumstead, South Africa); of No. 3541 from C Field junior (Athol, Mass.) and Henry A Sellar (Denver, U.S.A.); of No. 3542 from Hans Homma (Vienna), Jacob Verrell (Rottend), J B Camara (Maderia), Theo Maria Colyton, J A Truscott (Forest Gate), John Isaacson (Liverpool), F R Pickering (Forest Hill), and W C D Smith (Northampton); of No. 3543 from Captain Challice (Great Yarmouth), A W Hamilton Gell (Windsale), James Gamble (Bellast), Horatio Hastings (Tayport), Mark Dawson (Horsforth), W Winter (Moldstead), F Smart, J G E Petersen (Kingswinford), H S Brandreth (Florence), and L Schlu (Vienna).

CORRECT SOLUTIONS OF PROBLEM No. 3546 received from J Deering (Wicklow), J F G Petersen, J Churcher (Southampton), J Rowler, J Green (Boulogne), W H Taylor (Westcliff-on-Sea), E J Winter-wood (Paisley), K Worters (Canterbury), J Cohn (Berlin), W Best (Dorchester), Rev. J Christie (Rodditch), R Murphy (Wexford), G Hakker (Rotterdam), F Saavedra (Glasgow), T E Way (Seaford), and Norman Harvey.

CHESS IN THE CITY.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. F. MACDONALD and O. C. MULLER.

(Queen's Pawn Game.)

WHITE (Mr. Macdonald.)	BLACK (Mr. Muller.)	WHITE (Mr. Macdonald.)	BLACK (Mr. Muller.)
1. P to Q 4th	1. P to Q 4th	23. Q to R 5th	Kt to B and
2. P to K 3rd	P to Q 4th	24. R to Q 3rd	Kt to K 7th
3. B to K 3rd	Kt to Q 4th		
4. Kt to K R 3rd	Kt to K R 3rd		
5. Kt to Q 2nd	Kt to K R 3rd		
6. Castles	B to Q 3rd		
7. P to Q Kt 3rd	P takes P		
8. P takes P	Castles		
9. B to K 2nd	P to Q Kt 3rd		
10. P to Q B 4th	B to Kt and		
11. Kt to K 5th	Kt to Kt 5th		
12. B to Kt sq	Kt to K 5th		
13. P to Q R 3rd	P takes Kt		
14. Kt takes Kt	P takes Kt		
15. Q to K 2nd	P to B 3rd		
16. Kt to Kt 4th	P to K R 4th		
17. B takes P			

The line adopted by White is a fairly obvious one, but it is scarcely sound. He has no attack in compensation for the sacrifice, and, being put immediately on the defensive, his advantage in Pawns cannot avail against the powerful pieces in action.

17. B takes P. White has a fairly obvious one, but it is scarcely sound. He has no attack in compensation for the sacrifice, and, being put immediately on the defensive, his advantage in Pawns cannot avail against the powerful pieces in action.

18. Q takes B. P takes Kt. 19. Q takes P (ch). R to B 2nd. 20. Q takes P. R to B 2nd. 21. Q to Kt 6th. R takes B. 22. Q R to Q sq. Q to K sq.

18. Q takes B. P takes Kt. 19. Q takes P (ch). R to B 2nd. 20. Q takes P. R to B 2nd. 21. Q to Kt 6th. R takes B. 22. Q R to Q sq. Q to K sq.

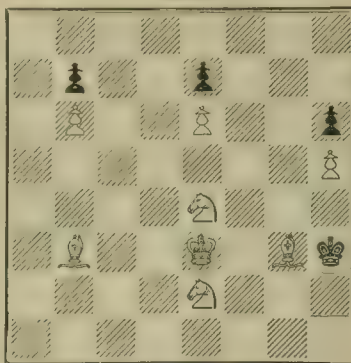
White resigns.

SOLUTION OF PROBLEM No. 3545.—By J. LESLIE LAIDLAW.

WHITE. 1. Kt to K 4th. 2. R to B 7th (ch). 3. Kt mates. If Black play 1. Kt to Q 5th, 2. B to K 3rd (ch); if 1. P to B 5th, 2. B to K 4th (ch); and if 1. P to Kt 8th or Q, then 2. B to K 3rd (ch); and 3. K or Kt mates.

PROBLEM No. 3548.—By W. FINLAYSON.

BLACK.



WHITE.

White to play, and mate in three moves.

Sir Thomas Shaughnessy, whose portrait we give on our "Personal" page, initiated his "Ready-Made" farm scheme two years ago, the object being to counteract the political influence of the heavy immigration of American farmers into Western Canada. The idea was that small colonies of experienced British farmers should be planted throughout Alberta, and help to keep up the British connection, which threatened to be swamped by this American immigration. In order to induce the best type of British farmer to Alberta, farms were prepared a year in advance of the incoming of the settler, so that he should find everything in running order. The scheme has proved so successful that it has been taken up by the various Provincial Governments, and also by a large number of other Land Companies interested in colonisation. It has also been adopted in Australia by the Midland Railway, and will probably be very soon adopted by the Chartered Company for Rhodesia. Sir Thomas Shaughnessy has come to London to see how this scheme can be extended, and in the meanwhile has already made arrangements for very much increasing the number of farms, and also for establishing demonstration farms throughout the three Prairie Provinces in which good farmers, experienced in the best British methods, will be able to set a living example to their neighbours.

PARLIAMENT.

FROM Home Rule the House of Commons passed this week to Welsh Disestablishment. The attack on the Irish Bill was maintained to the end of the second-reading debate with uncompromising vigour, and the closure shut out many members who had desired to be heard. Mr. Bonar Law delighted his cheering followers by his concluding blows at the Government, but the Home Rulers found satisfaction in a three-figure majority. There was equal animation in the three-and-a-half days discussion on the Welsh Disestablishment Bill, the attack on which was opened by Mr. F. E. Smith. The Front Opposition bench has been greatly strengthened, from a debating point of view, by Mr. Smith's promotion to it, and his speech on this occasion was extremely brisk, frank and pungent. Disestablishment was, he said, valued by its promoters merely as the avenue to a purely vindictive confiscation; and he declared that Wales did not want it unless there was money in it, no one elsewhere wanted it, and it would do nobody any good. To Mr. Smith the reply was made by another brilliant lawyer, Mr. Ellis Griffith, whose appointment as Under-Secretary for Home Affairs has, in turn, brought an effective debating recruit to the Treasury Bench. Mr. Ellis Griffith proved himself a ready, cool, and clever controversialist. He defended Disestablishment on the plea of religious equality, pointing to the legal, political, and social privileges possessed at present by the Church, and insisting that it should have only the same rights and liberties as were enjoyed by other religious bodies. The Bill received the support of the Labour Party, not only for ecclesiastical reasons, but also because it would supply a precedent for the abolition of the private ownership of land; it was blessed by Mr. Eugene Wason, the chairman of the Scottish Liberal Committee; and the Irish Nationalists issued a whip for the division. Many members of the Opposition have shown unremitting keenness and vigilance, and have by questions and other methods exposed every weakness in Government policy and administration. So frequent has been their interposition during Ministerial arguments that the Speaker has compared debate to Platonic dialogue. There was never a more thoroughly alert and aggressive Opposition. At the same time the Liberals have recovered from their recent depression.

It is a sure sign that summer is approaching when the New Palace Steamers, Limited, announce that their popular steamer, *Royal Sovereign*, will commence her daily sailings down the River Thames (Fridays in June excepted) to Southend, Margate and Ramsgate, on Saturday, May 25, and her sister-ship, the *Koh-i-noor*, to Deal and Dover on Sunday, June 23. The pleasant Saturday afternoon trips to Margate by the *Koh-i-noor*, generally known as the "Husbands' Boat," will commence on June 22. The fifteen-day circular ticket by the South-Eastern and Chatham Railway, down by boat and back by rail, has again been arranged. The company still control the catering.



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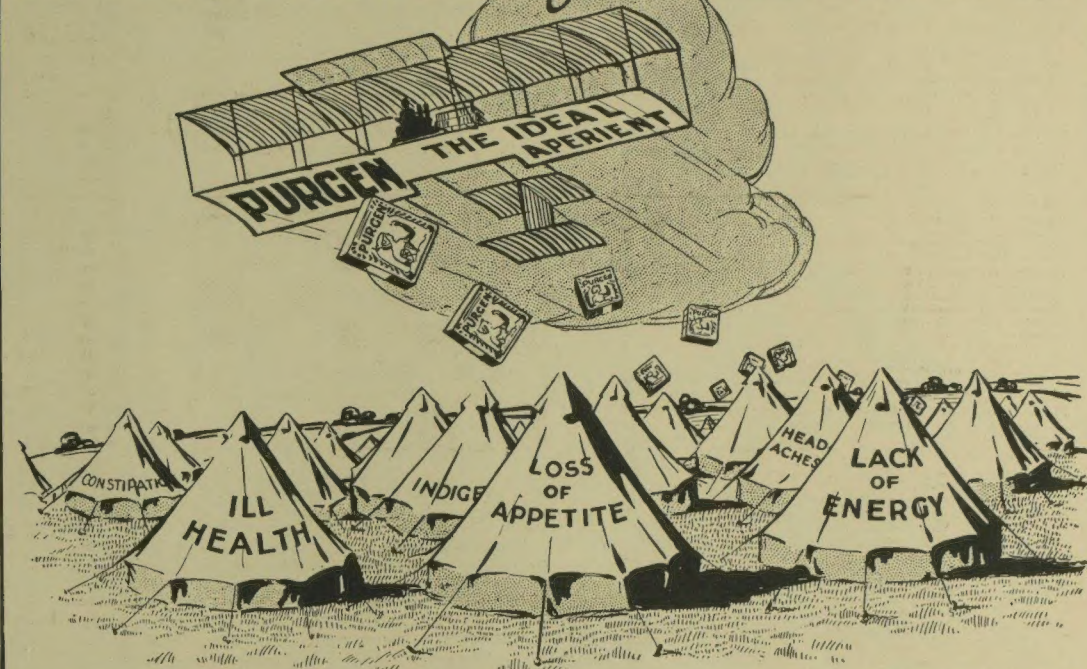


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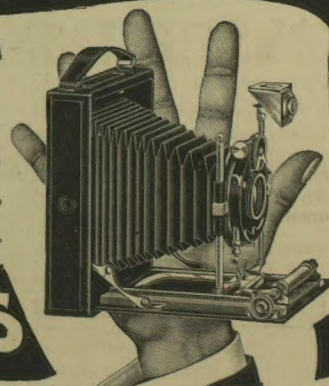
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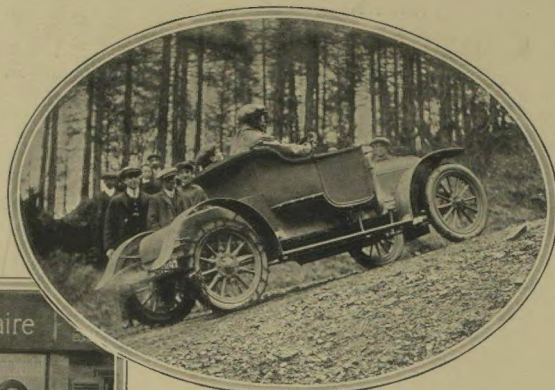
CAMERAS



THE CHRONICLE OF THE CAR.

Motorists and the Price of Petrol. There is no mistaking the feeling of motorists at large in the matter of the present abnormal price of petroleum spirit. The motoring journals are simply inundated with letters from angry correspondents, inveighing against the "Trust" methods of the great oil companies, who are taking advantage of a time of peace one with the other to squeeze the uttermost farthing out of the unfortunate retail consumer of petrol. Never since the time when, nine years ago, the railway companies declined to carry spirit, have prices been generally so high as they are at present, and the worst of it is that, so far as it is possible to forecast the trend of things, there is no probability of a reduction. With the causes that have led up to this condition of things I do not propose to concern myself at the moment. There is no natural reason for the abnormal rise in prices, and therefore it can only be predicated that the cause is a purely artificial one and due, as so many people aver, to the rapacity of those who control the world's supplies. Is there any remedy for the motorist, who is being "rooked" on all hands? It has been suggested that the motorists of the country should combine to form a co-operative association for the supply of petrol, buying their supplies in large quantities and arranging for their own distribution. For my own part, I cannot believe that this would be a satisfactory solution of the problem. In the first place, from

whom are they to obtain their supplies? Manifestly, they would be dependent upon the companies against whom they now have a crying grievance. Do the originators of the idea think that the oil companies would quote them prices which would leave them (the oil companies) a penny the worse than they are now? I think not. Then again, do the co-operators realise what the organisation of effective distribution services would mean? It is all very well to talk about buying in bulk and doling out the stuff to the members of the co-operative body, but even that means expensive organisation, and then, what about distribution to members on tour? No one can carry sufficient



A LITTLE CAR TACKLING A BIG CLIMB:
A 10-H.P. AUSTIN ASCENDING BEGGARS' ROOST
HILL, LYNNMOUTH.

Beggars' Roost Hill, Lynnmouth, has the reputation of being one of the worst, if not the worst, hill-climbs in England. The little 10-h.p. Austin car shown in the photograph, however, accomplished its formidable task most successfully.

to forego a little of their enormous profits—that they should plead the poverty of the motorist, in fact. The R.A.C. has appointed a sub-committee to go into the question, and the A.A. also has the matter under consideration, but I confess I do not think there is much to be hoped from either. The R.A.C. is too busy thinking out chaste designs for the uniforms of its Road Guides and approving sketches of the monogram to be imposed on the brass buttons pertaining thereto, while the A.A. has its hands full with the effort to rope in more members. Besides, I fancy both of them recognise that any efforts they might make to influence the oil companies would probably prove futile, and they are, naturally, not desirous of deliberately inviting a snub. For which I should be the last to blame them. Now, it seems to me that if only these two bodies would come together for the purpose and, with the aid of the Society of Motor Manufacturers, would start a vigorous campaign for the removal of the absurd Excise restrictions on the manufacture of alcohol, we might get somewhere in time. The gravamen of the situation at the moment is that petrol is by way of a vital necessity. There is no alternative fuel, and we must either buy petrol or cease our motoring. Therefore, the oil companies hold us in the hollow of the hand, and, knowing their methods as we do, we know that the grip is not likely

(Continued overleaf.)



FOR THE WHEELS OF THE MODERN PHARAOH'S CHARIOT:
THE CONTINENTAL TYRE COMPANY'S DEPÔT AT CAIRO.

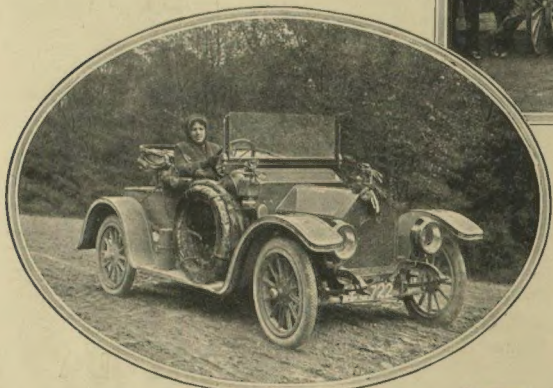
A striking example of the enormous growth of the motor-tyre industry is afforded by this photograph of the Continental Tyre Company's Depôt at Cairo, which supplies numerous customers in Egypt. The Company has houses all over the globe. In 1900 the number of its employees was 1615; in 1905, 4516, and now 10,000.

supplies of petrol to see him through a long tour, and here I can see an opportunity for a telling countermove to co-operation on the part of those controlling the vested interests. On balance, I am inclined to think that co-operation as a remedy would be found hopeless in practice.

What About Our Associations?

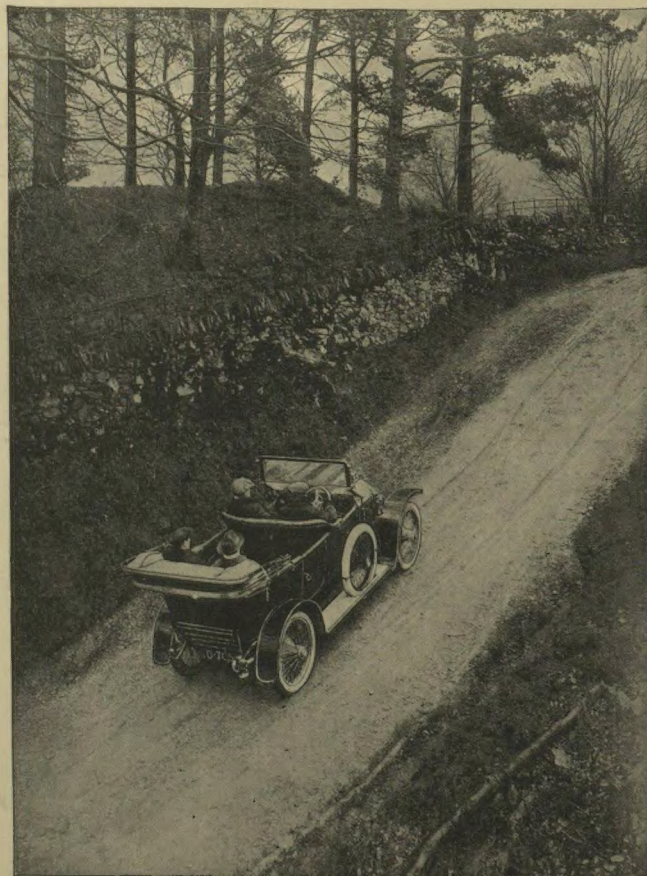
The aid of our leading automobile bodies has been invoked in this matter of petrol prices. It seems to me that the idea underlying the invocation is that the associations should go to the oil companies, hat in hand, and beg them

ous of deliberately inviting a snub. For which I should be the last to blame them. Now, it seems to me that if only these two bodies would come together for the purpose and, with the aid of the Society of Motor Manufacturers, would start a vigorous campaign for the removal of the absurd Excise restrictions on the manufacture of alcohol, we might get somewhere in time. The gravamen of the situation at the moment is that petrol is by way of a vital necessity. There is no alternative fuel, and we must either buy petrol or cease our motoring. Therefore, the oil companies hold us in the hollow of the hand, and, knowing their methods as we do, we know that the grip is not likely



Photo, Randle.

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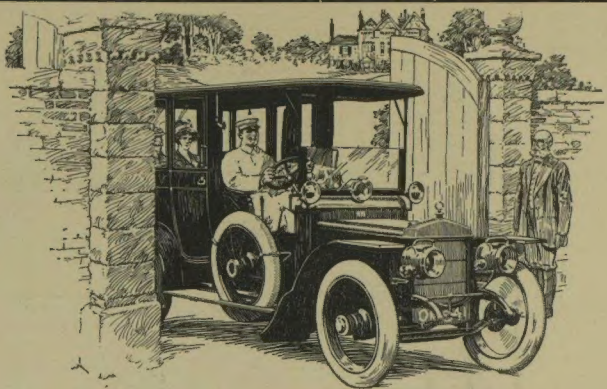
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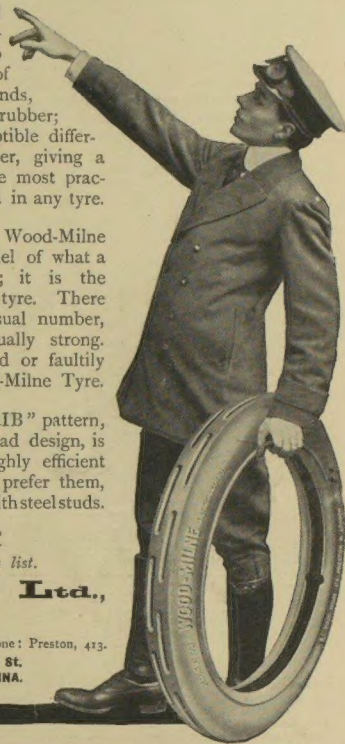
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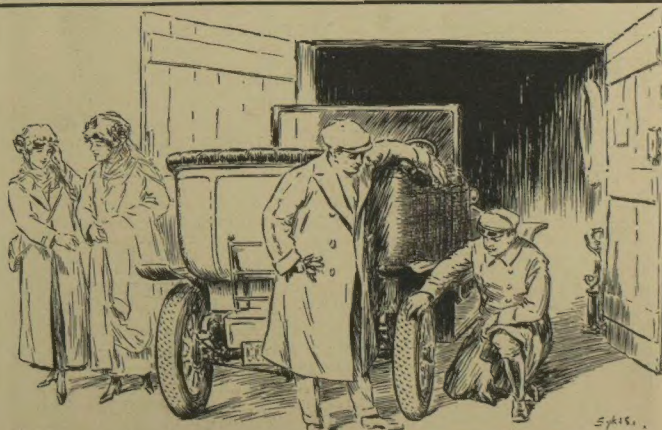
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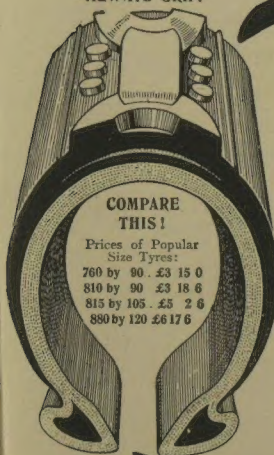


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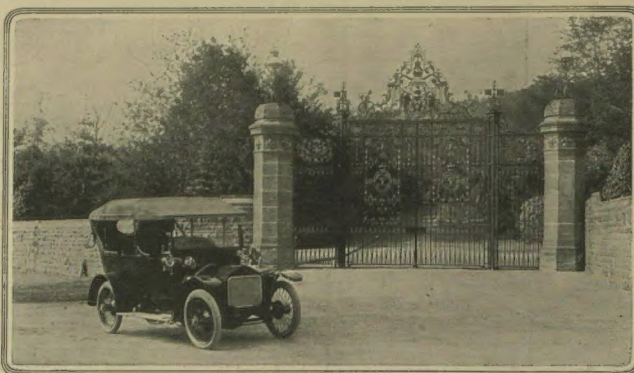
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to slacken until the last copper has been squeezed from us. There is no effective threat to be made to them. Supposing we say we will not pay their prices? "Very well," they say, "you may go without your petrol—these are our prices and you can either pay them or lay up your car." That is the position in its simplest terms, and that position is likely to remain with us until such time as we can hold out the threat of effective competition with the oil companies' supplies of fuel. We have potentialities in England and Ireland for the supply of all the vegetable spirit we need, but we can do nothing with them until the Excise laws are altered. Manifestly, therefore, the best line to be taken is towards the development of those resources. Once make it possible to manufacture alcohol on a sufficiently large scale, and petrol prices would come down with a run—and stay down. Besides this, a new native industry would be created which would bring fresh employment to thousands, and the probability is that the revenue would not only not suffer but would actually benefit, even if the Excise tax were no higher than the threepence per gallon at present imposed on motor-fuel. If the two great motoring associations, with their enormous influence in and out of Parliament, will turn their joint attention seriously towards this development we may see something accomplished.

Road-Hogging.

I have read a great deal lately about the misdeeds of the road-hog and about the rife of inconsiderate driving generally, and

for themselves and certain opprobrium for the whole class of motorists. But the true road-hog is in a distinct minority of those against whom the charge of inconsiderateness is levelled: the rest are merely well-meaning ignoramuses who will improve as their knowledge of driving and the courtesies of the road increases. I have met many of this class in my drives abroad. Some annoy, some impel one to pity, and some actually are dangerous and should not be allowed out without a motoring dry-nurse until they have, so to say, cut their wisdom teeth.



PASSING THE "GOLDEN GATES" OF WOOD NORTON: A 12-16 H.P. WOLSELEY TOURING PHAETON.

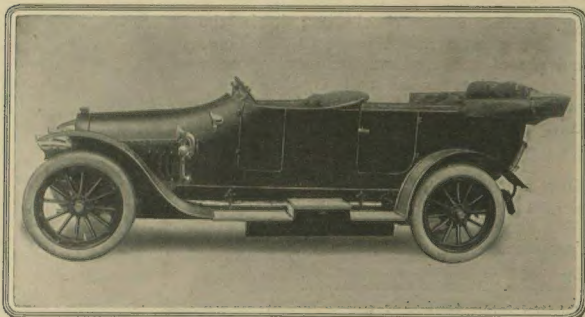
The gates in the background are the famous "Golden Gates" at Wood Norton, Worcestershire, for many years the residence of the Duke of Orleans, who has recently sold it. The purchaser is Sir Charles Swinfen Eady, a Judge of the Chancery Division of the High Court.

if I believed all I read, I should be forced to the conclusion that driving was being far worse done and with less regard to the amenities of the road than ever before in all the history of motoring. My own opinion of this inconsiderate driving problem is that there is really not very much driving done which can properly be termed inconsiderate, but that there is a very great deal which might very justly be called ignorant. Of course, I do not sug-

gest for a moment that there is no such thing as a road-hog left to us. Unfortunately, there are still many of the genus loose on the public highways, earning execration

Talbots would seem to have a penchant for making new records for hills, and the number they hold must be considerable.

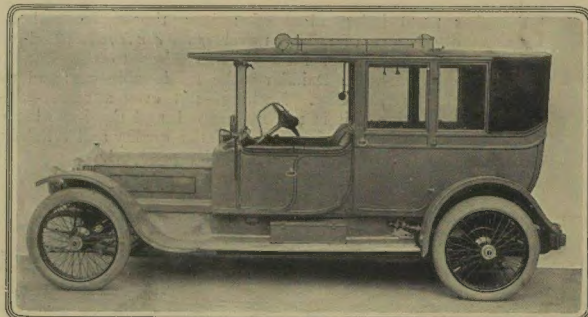
W. WHITTALL.



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But so long as they confine themselves to the appointment of sub-committees who merely pass pious resolutions, we shall get no farther.



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